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# Navy News

The Official Newspaper of the Portsmouth Command, Home Air Command  
and the Royal Naval Association

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No. 22 MARCH, 1956

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## SLEEPING BEAUTY II

### H.M.S. Dainty Recommissions from Reserve



A word for the ship's company of H.M.S. Dainty from Vice-Admiral Sir Peter Cazelet, Flag Officer Commanding Reserve Fleet, when he visited the ship to see the progress made with Exercise "Sleeping Beauty II." He commended officers and men upon their efforts

(Photo: North Western Evening Mail)

## Drafting Forecast

### COMMISSIONING PROGRAMME

#### FOR GENERAL SERVICE

April 10, 1956: H.M.S. Loch Killisport\* commissions for Home and East Indies Station.

May 8, 1956: H.M.S. Torquay (new A/S Frigate) commissions for Home and Mediterranean Fleets.

May 29, 1956: H.M. Ships Agincourt and Barrosa recommission at Portsmouth for Mediterranean and Home Fleets

May, 1956: 800 Squadron forms at R.N.A.S. Brawdy for Albion.

May, 1956: 809 Squadron forms at R.N.A.S. Yeovilton for Albion.

May, 1956: 824 Squadron forms at R.N.A.S. Eglinton for Albion.

June 26, 1956: H.M.S. Albion recommissions.

August, 1956: H.M.S. Protector recommissions for Service in South Atlantic.

September, 1956: H.M.S. Ceylon commissions for Service in West Indies and in Home Fleet.

#### FOR FOREIGN SERVICE

June 20, 1956: H.M.S. Concord recommissions at Singapore for Far East Station.

July, 1956: H.M.S. Newfoundland recommissions at Singapore for Far East Station.

Note.—The ship's company of the ship marked \* has been completed.

## H.M. SUBMARINE PRESENTS REPLICA TO LONDON BOROUGH

TO COMMEMORATE the association of the old-time tea clipper Thermopylae with the Borough of Poplar, H.M. Submarine Thermopylae arrived at West India Dock, London, on February 17, and presented a metal casting of her crest, a lion "statant," to the Poplar Council.

The ship's motto "We shall Fight in the Shade" recalls the defiant reply alleged to have been made by the Spartans at the Pass of Thermopylae when told that their Persian enemies

were so numerous that when they shot their arrows the sun was hidden.

The plaque was handed to the Mayor of Poplar at the Town Hall by the Submarine's Commanding Officer, Lieut.-Cdr. W. D. S. Scott, R.N., at midday on Saturday, February 18.

H.M. Submarine Thermopylae entertained the Mayor of Poplar and other civic authorities on Saturday evening. She sailed for Portland on the morning of February 20.

## HELICOPTER'S MERCY TRIP

JUST BEFORE midnight on Monday, February 20, an emergency call from Portway Hospital, Weymouth, was received by 845 Naval Helicopter Squadron at H.M.S. Osprey. A three-day-old premature baby boy had a throat obstruction and needed specialised treatment from a hospital in Bristol to save his life. The doctors thought that the long journey over ice-bound roads and intense cold would prejudice the baby's chances of survival: would it be possible to fly the child to Filton the following morning.

Preparations for the mercy trip were put into operation immediately, and at 0800 next morning Lieut.-Cdr. R. R. Crayton and his observer, Lieut. T. R. Coombs were waiting in a helicopter with the engine warming up. A few minutes later an ambulance pulled up alongside the aircraft containing the baby in an oxygen tent, with Dr. Clarke and Sister Ward, who were going to accompany him to the Bristol Hospital. The mobile oxygen tent was lashed into the aircraft, and, with the doctor and nurse aboard, the helicopter took off for Filton.

Conditions for the flight were very favourable. As the task took the aircraft within five miles of Yeovilton, it was decided to land there and get our maps of the area. A radio call was made to Yeovilton for maps to be made available on arrival. On touching down maps were handed up to the cockpit, and the aircraft took off again. This delay cost only approximately one minute.

The remainder of the trip to Filton was uneventful, and the enormous Brabazon hangar at Filton served as a good landmark. The aircraft arrived at 0912, an ambulance was waiting, and the baby was immediately transferred and taken to hospital.

The latest news on the boy was that he had been operated on that night.

This is certainly the youngest person to be flown in a helicopter, as he was five weeks premature anyway!



(Photo: North Western Evening Mail)

Off H.M.S. Dainty's upperworks comes some of the protective cocoon that has shielded paint and metal since the ship was laid up under the Reserve Fleet dispersal scheme



## Navy News

EDITOR

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## EDITORIAL

WE REGRET the delay in the production of this issue of NAVY NEWS which is due entirely to circumstances beyond our control. We are, however, fortunate in being able to maintain our full size of 16 pages when so many other publications have been curtailed.

We consider this issue to be one of the most important NAVY NEWS has produced as it contains full details of the New Pay Code and of the Centralised Drafting and Advancement. We advise our naval readers to retain these pages for future reference.

Once again, in accordance with our avowed policy of giving full coverage on matters affecting the future of the Service, we publish the Navy Estimates in considerable detail.



## HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

### APPLY FOR OUR SPECIAL SCHEMES FOR SUPPLEMENTARY PENSIONS

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**Pension at 65.** Premiums cease at 40, 45 or 55. Options include a lump sum on leaving Service. Family protection, etc.

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# The New Deal for the Royal Navy

**New terms of engagement**  
A new form of engagement has come into force for the Royal Navy and Royal Marines. It is called the **New Regular Engagement** and consists of 9 years over the age of 18 with the Fleet (except in the case of Artificer Apprentices who, owing to the long and extensive training which they are given, continue to be entered for 12 years over the age of 18). There is no obligation to join the Royal Fleet Reserve on discharge. The continuous Service Engagement (12 years with the Fleet), and the Special Service Engagement (7 years with the Fleet and 5 years in the Royal Fleet Reserve), become obsolete.

**Opportunities for re-engagement**  
Before completion of their first nine years' service over the age of 18, men may volunteer to re-engage for a further five years. During this second period they may apply for re-engagement to complete time for pension, viz., to 22 years. Opportunities for further re-engagement are available to suitable men (Artificers entered as Apprentices will be eligible before completion of their first engagement for re-engagement to complete 22 years for pension).

### New rates of pay

From April 1st, 1956, regular ratings in the Royal Navy and Other Ranks in the Royal Marines will receive higher rates of pay than they did before that date. An Able Seaman, aged about 20, will, for example, receive basic pay of £5 19s. 0d. a week, as compared to £3 6s. 6d. under the old pay code. With this outstanding increase, men in the Royal Navy and Royal Marines will earn a financial reward every bit as good as that earned by equivalent grades in civilian life.

### Basic Pay

The new weekly rates of basic pay are as follows:

Rating or Rank	NEW WEEKLY RATES Men serving on engagements of 9 years or longer	*Men serving on engagements of 7 years or longer
Boy and Junior Ratings and Boy Buglers R.M.	1 11 6	—
Boy Musicians R.M.	3 3 0	—
Ordinary Ratings and Marines 2nd Class and Musicians 2nd Class	4 11 0	3 17 0
Able Ratings and Marines 1st Class and Musicians 1st Class	5 19 6	4 18 0
Leading Ratings and Corporals and Band Corporals R.M.	6 9 6	5 8 6
Petty Officer Ratings and Sergeants and Band Sergeants R.M.	7 14 0	6 13 0
Chief Petty Officer Ratings and Colour Sergeants R.M.	8 4 6	7 3 6
Quartermaster Ratings and Staff Bandmasters R.M.	9 16 0	8 15 0
Regimental Sergeants-Major	10 6 6	9 5 6
Rating or Rank	£ s. d.	£ s. d.
Boy and Junior Ratings and Boy Buglers R.M.	1 11 6	—
Boy Musicians R.M.	3 3 0	—
Ordinary Ratings and Marines 2nd Class and Musicians 2nd Class	4 11 0	3 17 0
Able Ratings and Marines 1st Class and Musicians 1st Class	5 19 6	4 18 0
Leading Ratings and Corporals and Band Corporals R.M.	6 9 6	5 8 6
Petty Officer Ratings and Sergeants and Band Sergeants R.M.	7 14 0	6 13 0
Chief Petty Officer Ratings and Colour Sergeants R.M.	8 4 6	7 3 6
Quartermaster Ratings and Staff Bandmasters R.M.	9 16 0	8 15 0
Regimental Sergeants-Major	10 6 6	9 5 6

\* Applicable to men now serving on Special Service engagements who do not transfer to the New Engagement.

The pay of Artificer Apprentices will range from £1 11s. 6d. a week on entry to £5 1s. 6d. a week when they reach the age of 18. On completion of their apprenticeship, they are advanced to Leading rating (Artificer 5th Class) and subsequently receive the rates of basic pay tabulated above.

### Other allowances

In addition to basic pay, Naval ratings and Royal Marines Other Ranks may qualify for certain allowances and forms of extra pay, which mean a big addition to a man's weekly income. These allowances and forms of extra pay are as follows:

### Length of Service Pay

Additional pay ranging from 10s. 6d. to 45s. 6d. a week is awarded to men on completion of 9, 14 and 18 years' service. The amount varies according to the rating or rank held.

### Good Conduct Badges

One Good Conduct Badge is awarded for each period of 4 years' Very Good Conduct over the age of

18, up to a maximum of three badges. Each badge earns 2s. 4d. a week.

### Marriage Allowance

Marriage Allowance is paid to the wives of all Naval ratings and Marines, irrespective of the husband's age, subject to the man allotting a specified proportion of his weekly pay to his wife. The rates of Marriage Allowance are as follows:

Weekly	£ s. d.
Leading ratings, Corporals R.M., and below	2 2 0
Petty Officer ratings and Sergeants R.M.	2 9 0
Chief Petty Officer ratings and Colour Sergeants R.M.	2 12 6
Quartermaster Sergeants and Regimental Sergeants-Major R.M.	2 16 0

### Kit Upkeep Allowance

A sum ranging from between £19 and £21 a year according to rating or rank is paid to all men for the upkeep of their uniforms.

### Ration Allowance

All ratings and other ranks are paid a Ration Allowance of about 30s. a week while on leave, additional to their normal weekly pay.

### Lodging, Subsistence and Local Overseas Allowances

Lodging or Subsistence Allowances are paid to men who, for long or short periods have to find their own accommodation. Local Overseas Allowance is paid to those serving abroad, afloat or ashore.

### Trade Pay

Trade Pay, ranging from 7s. to 14s. a week is paid to certain skilled Naval ratings, i.e., to Artificers 4th Class and above, and to Mechanicians who have served three years as such.

### Charge Pay

Charge Pay is granted to Chief Artificers at the rate of 10s. 6d. a week.

### Engine Room Watch Certificate Allowance

An Engine Room Watch Certificate Allowance of 7s. a week is paid to Engine Room Artificers on passing for advancement to E.R.A. 3rd Class.

### Submarine, Flying and Parachute Pay

Extra pay is earned by those serving in submarines, by ratings who are required to fly and by those qualified as parachutists. The new rates are as follows:

Rating or Rank	Weekly Rate
Submarine Pay	£ s. d.
Ordinary and Able Rating	1 15 0
Leading Rating	2 2 0
Petty Officer	2 12 6
Chief Petty Officer	2 19 6
Flying Pay	£ s. d.
Petty Officers and below	2 16 0
Chief Petty Officers	3 10 0
Flying Training Pay	£ s. d.
All ratings—First stage	2 2 0
Second stage	3 3 0
Parachute Pay	£ s. d.
All ranks	2 2 0

### New Rates of Pensions

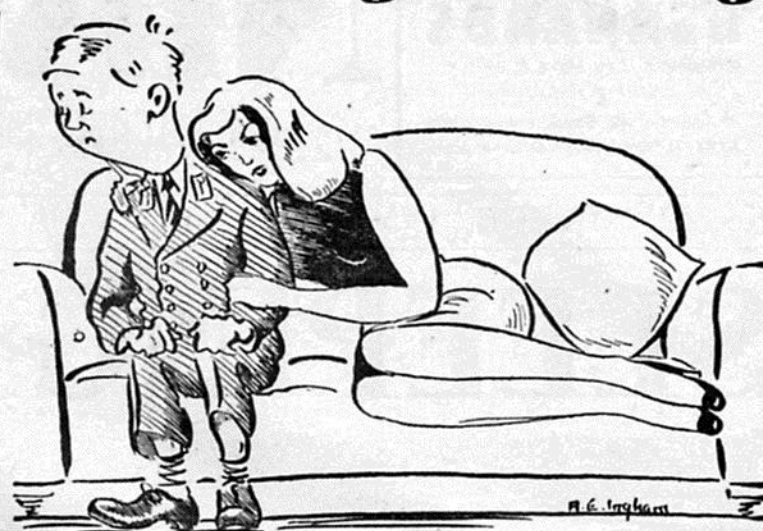
Pensions payable under the "new deal" to Naval ratings and Marines on completion of 22 or 27 years' service over the age of 18 have been increased considerably. Examples of the rates of pension obtained from normal Naval careers are as follows:

For men leaving the Service as:	AFTER 22 YEARS Weekly	AFTER 27 YEARS Weekly
Able Rating, Marine 1st Class or Musician 1st Class	1 13 0	2 18 0
Leading Rating, Corporal or Band Corporal R.M.	2 5 0	3 13 4
Petty Officer, Sergeant or Band Sergeant R.M.	2 12 7	4 3 10
Chief Petty Officer, Colour Sergeant or Bandmaster R.M.	2 17 10	4 12 0
Quartermaster Sergeant or Staff Bandmaster R.M.	3 2 10	4 18 8
Regimental Sergeant-Major R.M.	3 5 4	5 3 8

### New Rates of Terminal Grants

In addition to pensions, the tax-free Terminal Grant which is paid to men on discharge to pension has been increased as follows:

Rating or Rank	AFTER 22 YEARS	AFTER 27 YEARS
Able Ratings, Marines 1st Class or Musicians 1st Class	£125	£185
Leading Ratings, Corporals or Band Corporals R.M.	£175	£250
Petty Officer Ratings, Sergeants or Band Sergeants R.M.	£225	£325
Chief Petty Officer Ratings, or Colour Sergeants or Bandmasters R.M.	£275	£395
Quartermaster Sergeants and Staff Bandmasters R.M.	£300	£440
Regimental Sergeants-Major R.M.	£330	£490



"No, GRISELBA, IT WOULD NEVER WORK—  
ALL YOU WANT ME FOR IS MY MONEY"

## OFFICERS

**New Rates of Pay**  
The new rates of pay of officers in the Royal Navy and Royal Marines are as follows:

Rank	Basic Pay Yearly	Flying Pay Yearly
Cadet at Britannia R.N. College, Dartmouth	146	—
Cadet in Ship of the Fleet	173	—
Midshipman at Britannia R.N. College, Dartmouth	219	—
Midshipman in Ship of the Fleet and 2nd Lieutenant R.M. on appointment	273	328
Acting Sub-Lieutenant and Acting Lieutenant R.M.	365	328
Sub-Lieutenant	438	365
Lieutenant R.N.	547-803	401
Lieutenant R.M.	438-803	—
Lieutenant Commander and Captain R.M. Commander and Major R.M.	1,022-1,277	401
Captain R.N. (with less than 6 years' service in the rank) and Lieutenant - Colonel R.M.	1,441-1,660	401*
Captain R.N. (after 6 years' service in the rank) and Colonel R.M.	1,825-2,007	292*
Rear-Admiral and Major-General R.M.	2,098-2,190	237*-219*
Admiral and General R.M.	2,920	—
Vice-Admiral and Lieutenant - General R.M.	3,650	—
Admiral and General R.M.	4,380	—
Admiral of the Fleet	5,100	—
* Payable only in nominated flying appointments, otherwise the rate will be 10s. a day.		
Rank	Basic Pay Yearly	Flying Pay Yearly
Commissioned Officers R.N. and R.M.	657-730	328
Senior Commissioned Officers R.N. and R.M.	784-894	365
Lieutenant R.N. and R.M.	1,022-1,168	401
Lieutenant - Commander and Captain R.M.	1,222-1,277	401
Commander and Major R.M.	1,441-1,660	—

### Submarine Pay

Rank	Yearly
Midshipman	£109
Acting Sub-Lieutenant, Sub-Lieutenant, Commissioned Officer and Senior Commissioned Officer	£173
Lieutenant and Lieutenant-Commander	£200

### New Rates of Retired Pay and Terminal Grants for Officers

The new rates of retired pay and terminal grant are as follows:

Rank	Retired Pay New Rates Yearly	Terminal Grant New Rates Yearly
Lieutenant R.N. and R.M.	£500	£1,500
Lieutenant - Commander and Captain R.M.	£625	£1,875
Commander and Major R.M.	£800	£2,400
Captain R.N. (with less than 6 years' service in the rank) and Lieutenant - Colonel R.M.	£1,000	£3,000
Captain R.N. (after 6 years' service in the rank) and Colonel R.M.	£1,150	£3,450
Rear-Admiral and Major-General R.M.	£1,400	£4,200
Vice-Admiral and Lieutenant - General R.M.	£1,600	£4,800
Admiral and General R.M.	£1,900	£5,700
Admiral of the Fleet ("Half Pay")	£2,300	£6,900
Branch Officers		
Commissioned Officer R.N. and R.M.	£400	£1,200
Senior Commissioned Officer R.N. and R.M.	£450	£1,350
Lieutenant R.N. and R.M.	£500	£1,500
Lieutenant - Commander and Captain R.M.	£625	£1,875
Commander and Major R.M.	£675	£2,025

## Naval Estimates

See pages 7-9

## NEW RATES OF PAY OF NATIONAL SERVICE OFFICERS, RATINGS AND OTHER RANKS

The new rates of Basic Pay of National Service officers, ratings and Other Ranks are as follows:

Rank	First 18 months of whole time service	After 18 months of whole time service
Midshipman and 2nd Lieutenant R.M. under age of 20	£191	£264
Acting Sub-Lieutenant and 2nd Lieutenant R.M. aged 20 or over	£237	£319
Sub-Lieutenant and Lieutenant R.M. (confirmed)	£292	£374
Lieutenant R.N. on promotion	£383	£465

### Marriage Allowance

Married National Servicemen aged 21 or over will be eligible to receive the Regular rates of Marriage Allowance (see above). Married National Servicemen under the age of 21 will continue to be eligible for Marriage Allowance at the following rates:

Weekly	£ s. d.
Leading ratings, Corporals R.M., and below	1 15 0
Petty Officer ratings and Sergeants R.M.	2 0 0
Chief Petty Officer ratings and Colour Sergeants R.M.	2 2 6

### Ratings and Other Ranks

	First 12 months Weekly	Next 6 months Weekly	After 18 months Weekly
£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ordinary Rating and Marine 2nd Class on entry	1 11 6	1 11 6	2 12 6
Ordinary Rating and Marine 2nd Class after 26 weeks	1 18 6	1 18 6	2 19 6 to 3 3 0
Able Rating and Marine 1st Class	2 5 6	2 9 0	3 10 0 to 4 0 6
Leading Rating and Corporal R.M.	2 16 0	3 3 0	4 7 6 to 5 1 6
Petty Officer and Sergeant R.M.	3 6 6	3 17 0	5 19 0 to 6 6 0
Chief Petty Officer and Colour Sergeant R.M.	3 17 0	4 7 6	6 16 6 to 7 10 6

In addition a further increase of 3s. 6d. a week will be payable at the age of 21.

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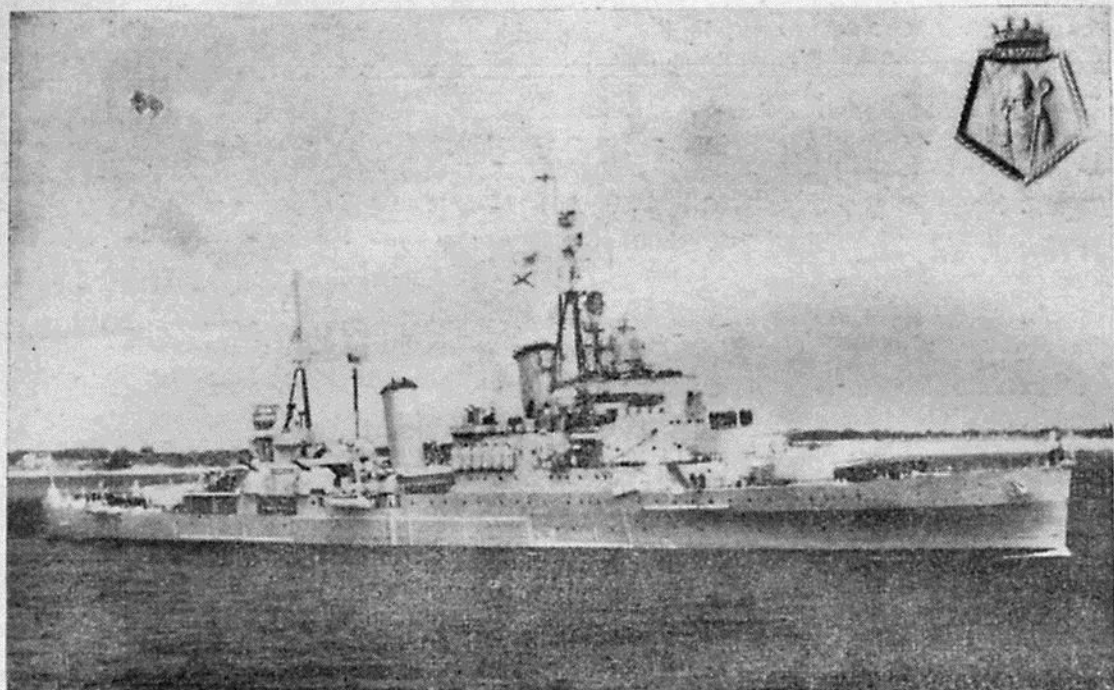
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# SHIPS OF THE ROYAL NAVY

## No. 6. H.M.S. GLASGOW



Motto: *Memor es tuorum* (Be mindful of your ancestors)

THE PRESENT Glasgow (the seventh ship to bear that name in the Royal Navy) is a "Southampton" Class cruiser of 9,000 tons, built by Messrs. Scotts at Greenock. She was launched in 1936 (by Lady Baldwin, wife of the Prime Minister at that time) and was first commissioned for service in the Second Cruiser Squadron of the Home Fleet in September, 1937.

Appropriately, the ship's crest is derived from the Coat of Arms of the City of Glasgow, the figure represented being St. Mungo, the patron saint of the city.

### Previous Glasgows

The first Glasgow was originally the Royal Mary of the Scots Navy. She was a vessel of 284 tons and 24 guns and she was first commissioned in 1696. She was re-named Glasgow

in 1707, when England and Scotland became united in one kingdom, and served for a further twelve years.

The second Glasgow was a 24 gun sloop of 504 tons and was in service between 1745 and 1756.

The third Glasgow was a 20 gun vessel of 450 tons. During her period of service (1757-1779), she took part in Admiral Boscawen's victory over the French in Lagos Bay in 1759, assisted in the capture of Havana in 1726 and fought an action with an American squadron off Newport in 1776, during the war of American Independence.

The fourth Glasgow was a 50 gun frigate of 1,260 tons and was in service between 1814 and 1829. In 1816, she took part in the bombardment of Algiers, an action which resulted in freeing over a thousand Christian

slaves, and 1827 she formed part of an Anglo-French-Russian fleet which fought a successful action with the Turkish Fleet in Navarino Harbour.

The fifth Glasgow (1861-1884) was a 28 gun screw frigate of 3,037 tons, 600 h.p.

The sixth Glasgow was a turbine cruiser of 4,800 tons. She served on the east coast of South America from 1910 to 1919. In 1914 she was engaged in the Battle of Coronel and subsequently took part in the sinking of the Leipzig at the Falkland Islands and of the Dresden at Juan Fernandez Island.

### Details of the present (seventh) Glasgow

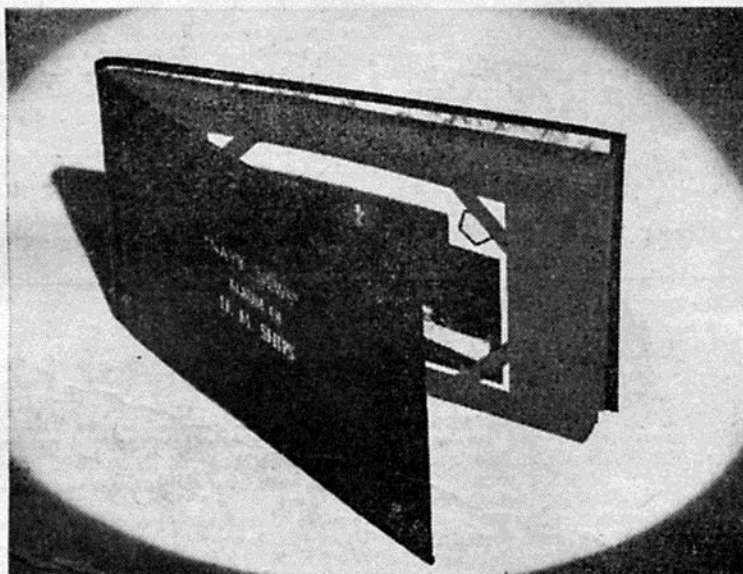
Southampton Class Cruiser, 9,100 tons. Length, 588 feet. Beam 62 feet. 5,000 horse-power. Speed, 32 knots. Complement about 700.

## "Navy News" PHOTO ALBUM

THE RESPONSE to our "Ships of the Royal Navy" Gift Scheme has been so encouraging, and we have received so many requests for a suitable album, that we have had one specially designed.

It has been attractively produced in black with gold lettering and will take 36 of our photographs.

As a service to our readers we are selling the album at cost price, viz., 4/6d. or, post free, 5/-.



## SHIPS OF THE ROYAL NAVY No. 6—H.M.S. GLASGOW

Please forward one postcard of H.M.S. Glasgow, as reproduced at the top of this page, for which I attach stamp value 1½d. (Use block letters please.)

Name .....

Rank or rating .....

Address.....

PIN ONE  
STAMP  
VALUE 1½d.

Photo postcards of H.M. Ships Theseus, Bulwark, Ocean, Eagle and Centaur may be obtained (without coupons), price 6d. each including postage.

## "At Homes" at Naval Air Stations

Royal Naval Air Stations will be "At Home" to the public as follows this year:

June 16—Eglington.

June 23—R.N. Air Electrical School, Worthy Down, near Winchester.

July 21—Lossiemouth; Anthorn.

July 28—Yeovilton; Culdrose.

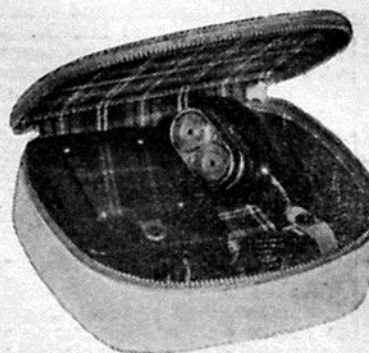
August 4—Brawdy.

August 11—Lee-on-Solent.

## WONDERFUL NEWS FOR NAVAL MEN!

and for men who are always out and about

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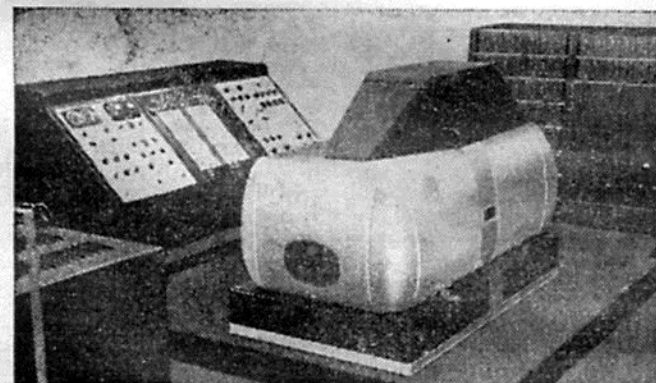
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# W.R.N.S. NOTES . . .

**NEW PAY RATES FOR W.R.N.S.**  
The new rates of basic pay for W.R.N.S. officers and ratings are as follows:

Officers		Yearly	
Rank			
Third Officer	.. ..	£292-£365	
Second Officer	.. ..	£410-£592	
First Officer	.. ..	£766-£967	
Chief Officer	.. ..	£1,058-£1,241	
Superintendent	.. ..	£1,368-£1,569	
Ratings		Weekly	
Ratings		£ s. d.	£ s. d.
Wren (Ordinary)	.. 2 9 0	to 2 16 0	
Wren (Able)	.. 3 3 0	to 3 11 9	
Leading Wren	.. 4 9 3	to 4 18 0	
Petty Officer Wren	.. 5 15 6	to 6 4 3	
Chief Wren	.. 6 16 6	to 7 5 3	

IT HAS been a very busy month all round. On the lighter side there have been dances, a very full sports programme, somewhat disrupted by unkind weather, and in dramatic circles intense activity in preparation for the Drama Festival. At the Duchess of Kent Barracks there has been a welcome influx of new faces, as Senior Rating's Leadership Courses have come and gone, and we have had the W.R.N.S. Sports Course, all volunteers who have been here for a month's intensive training at the R.N. School of P.T.

## L.S. & G.C.M.

On January 27, Commodore Thompson, who was taking the salute at Divisions for the first time since taking over his appointment, presented P.O. Wren Touby (Duchess of Kent Barracks) with the L.S. & G.C. Medal.

## Dances

St. Valentine's dances were held at the Duchess of Kent Barracks in the Senior Ratings' Mess and in H.M.S. Excellent. The Chief and P.O. Wrens' party was, as always, a great success. At Excellent the dance was held in W.R.N.S. Quarters and was much enjoyed. The Hillside Junior Boys' School very kindly presented a 30s. gift, and Mr. Thompson a box of chocolates, for prizes.

## H.M.S. Collingwood

Second Officer M. Morris, W.R.N.S., became the Unit Officer on January 23, we all hope she will enjoy her stay in the Electrical world. The Wrens accepted a Wardroom challenge to hockey, and fun was had by all. Rehearsals for "Deep Blue Sea," Collingwood's contribution to the Drama Festival, are going ahead at high pressure, Second Officer MacBride is taking the feminine lead.

## H.M.S. Mercury

Mercury said a sad farewell to Second Officer J. Laing, who left the Service at the end of January, and we all wish her good luck and happiness in her new civilian status. We welcome Third Officer Read, who comes to us from Lossiemouth, and hope her stay at Mercury may be a happy one. We are also sad to lose Chief Wren Perrin (née Wilson), who left us to be married after 15 years' service in the W.R.N.S., and we wish her every success in her married life, and extend a welcome to Chief Wren Shaw, her relief.

## SPORT

The outstanding event of the month was the Inter-Service Rifle Championships which took place at the War Office Range, London, on February 13. The Service team came to Portsmouth for coaching and practice matches at the Range in R.N. Barracks. Two Portsmouth Command Wrens, L./Wren Wiggins (Excellent), and Wren Hodgson (Mercury), shot for the Service. The Inter-Service match was one of the closest and most exciting ever held, the R.N. Women's team eventually winning by one point, with a score of 1,568, from the R.A.F. Women (1,567), with the Army third with 1,530.

## Badminton

The Inter-Command Badminton Tournament took place at Chatham on February 10, and Portsmouth was represented by: 1st couple Second Officer Ridley-Thompson (Excellent) and Cadet Wren Cullen (R.N.C. Greenwich), 2nd couple P.O. Wrens Streeter and Evans (Excellent), 3rd C./Wren Bournemouth and Wren Perry (Victory). The team has been tirelessly coached and encouraged by Mr. Thompson of the Portsmouth Badminton Club. Nore won the Championships with 6 points, followed closely by Portsmouth with 5, and Air and Plymouth with 4 and 3 respectively.

## Hockey

Trials to select the Command team were held at U.S. Ground on January 24. The team were selected by Cdr. Repard (Vernon), Lieut.-Cdr. Hodgson (Command P.T. Officer), Instr.-Lieut.-Cdr. Gregory (R.N.B.), and Lieut. Bigdon (Excellent), all of whom very kindly gave us the benefit of their expert advice. Lieuts. Barton and Bigdon (Excellent), have been coaching the team whenever weather permits. Unfortunately most of the matches which had been arranged had to be cancelled owing to frost. The following will represent Portsmouth Command: Third Officer Abley, W.R.N.S. (Captain), Third Officer Munn, W.R.N.S., P.O. Wren Simpson, L./Wren Elliott, and Wren Queen (Eastney), Wren Scotton (Vernon), Wrens Perry, Painter, Parker, Bell (Victory), Wren Bendle (Osprey), the reserves are P.O. Wren Streeter (Excellent), and Wren Cummings (Collingwood).

## Netball

Hockey trials were swiftly followed by Netball trials, which were held at R.N.B., and Second Officer Morris, W.R.N.S., and Miss Barnett, well known in Portsmouth Netball circles, very kindly came along and selected. It was decided to have two teams, and then nearer the Championships select the final Command team. At the moment the team is playing about two matches a week and is improving all the time. The Inter-Command Championships will take place in the Gymnasium, R.N. Barracks, on March 16.

# Friendly Wives



Southsea Branch Annual Social

## H.M.S. VERNON BRANCH

THE H.M.S. Vernon Branch held a Social Afternoon in the Wardroom Annexe, H.M.S. Vernon, on Wednesday, February 8, at 2.15 p.m. Mrs. J. Grant presided.

The principal item of the afternoon's activities was a Dancing Display by Eddie and Muriel Noyce, Surrey Professional Ballroom Champions, who delighted the audience with their interpretations of the Viennese Waltz, the Tango, the Quickstep, the Foxtrot and the Waltz. This couple, who compete in international and star championships and who have appeared many times on television, were introduced by Mr. G. B. Turner, manager of the Savoy Ballroom, through the courtesy of whom the entertainment was arranged.

As usual, tea was served by the Tea Committee under Mrs. Marchant.

To round off the afternoon a competition game, "Advertisement Guessing," was played, and proved very popular. Prizes for this, given by Mrs. Grant, were won by Mrs. Mortimer and Mrs. Loftus.

Two silk scarves, hand painted by Mrs. Barrett, were raffled by Mrs. Brewer and won by Mrs. Berry.

We are also very grateful to P.O. Wren Bray, Leading Wren McRae and Wren Brown, for kindly volunteering and so ably looking after the members' children in the guest room.

## Future Events

At the last General Meeting the Chairman gave details of the Annual Outing, to be held on Wednesday, June 6th, to Peek Frean's Biscuit Factory at Bermondsey. Tickets will be 8/- each and only thirty-two members can be shown over the factory. It is therefore advisable for members to let the Hon. Secretary know as soon as possible if they wish to go.

Meetings arranged for March, all to be held in the Wardroom Annexe, are:—

February 14.—Beetle Drive, 2.15 p.m.

February 7 and 21.—Sewing Meetings, 2.15 p.m.

## SOUTHSEA BRANCH

LAST MONTH the Southsea Branch were very pleased to welcome as their new Chairman, Mrs. J. Y. Thompson, wife of the Commodore, Royal Naval Barracks, Portsmouth.

The first meeting of the year was held on Monday, January 9, when the members much enjoyed a demonstration by a children's dancing troupe from the Pretoria School of Dancing. The children, under the direction of Miss Jennings, gave a most talented display of singing and dancing.

On February 4, one of the highlights in the programme for the year took place, when the annual dance was held at Foresters' Hall. Over 150 members and their friends attended the dance, at which a varied programme had been arranged, including olde tyme and country dances as well as the ballroom numbers. Refreshments were arranged and served by the catering committee and there was a fully licensed bar.

The guests of honour were the Chief of Staff to the Commander-in-Chief, Portsmouth, Rear-Admiral P. W. Burnett, D.S.O., D.S.C., and Mrs. Burnett, and the Commodore, Royal Naval Barracks, Commodore J. Y. Thompson, and Mrs. Thompson. Lady Creasy, the President of the Portsmouth Branch, who had accepted an invitation to the dance, was unfortunately unable to attend owing to illness. Mrs. Burnett very kindly presented the prizes for the competition dances and the raffles.

The February monthly meeting was held on Monday 13th, when the members watched a film show given by the C.W.S. Film Unit.

The programme for the meetings for the year has now been arranged, and includes an interesting variety of talks, demonstrations and entertainments, and plans are already being made for the summer outing in June.

Details of the meetings or any information regarding membership can be obtained from the Hon. Secretary, and new members are always welcome.

Our meeting this month is on Monday, March 12, at 2.15 p.m., in the Victory Hut, Royal Naval Barracks, and will take the form of a Round Table Conference and general discussion by the members of the Branch.

## NORTH END BRANCH

AT OUR meeting, which was held in Fisher Hall, Whale Island, on Tuesday, February 7, Mrs. Casement formally took over as our new Chairman—she was introduced by our vice-chairman, Mrs. Doig. We are delighted to welcome her as she was a member of our Branch some years back and so has many friends among us already.

The meeting took the form of a Social Afternoon. Proceedings started as usual with the singing of one verse of "Eternal Father" and prayers led by the Rev. D. Keen. During the afternoon a varied programme of dances and competitions was arranged by Mrs. Dimmock, who acted as M.C. assisted by Mrs. Williams—the prize-winners were Mrs. Jennings, Mrs. Dukeman and Mrs. Michemore and Mrs. Joyce and Mrs. Barton. Everyone seemed to enjoy themselves.

We introduced the Birthday Table for the first time—and all whose birthdays fell in February were invited to sit at a special birthday table complete with birthday cake.

The raffle prizes were a parcel of groceries and six eggs.

We are very grateful to Mrs. Simpkins for acting as pianist during the afternoon.

Any new members will be very welcome at our meetings, which are held on the first Tuesday of each month, 2.15 p.m. to 4 p.m.—or particulars from Mrs. Hussey, 45a Festing Road, Southsea. Tel. 33312.

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# MOTERING NOTES

BY THE time these notes are in print many readers who laid their cars and motor-cycles up for the winter will be putting them back on the road again, whilst many others will be looking round the showrooms and second-hand dealers' sites for some sort of jalopy with which to get themselves around the countryside.

In view of the new Road Traffic Act which is shortly to become law, a very serious word of warning is justified, particularly to those intending to buy a pre-war secondhand vehicle.

## The Road Traffic Bill

The Road Traffic Bill is expected to become law between Easter and Whitsun this year. It will undoubtedly include clauses about vehicle testing and roadworthiness, and spot checks which are already in force will no doubt become more usual as manpower becomes available. Readers may have already noticed that there has been a marked increase in police prosecutions for vehicle defects in recent weeks as part of the national campaign for road safety. Many owners are quite unaware that their vehicles are not roadworthy and a study of the following facts may spur some of you to give your vehicles a more thorough check over than you normally would.

## Hard Facts

The following actual results of recent tests at the Government Testing Station at Hendon are well worth very careful study.

Between October 11, and Decem-

ber 31, 1955, some 6,393 vehicles were voluntarily tested at the testing station at Hendon. Of these, 5,322, or five but of every six, had defects which rendered them unroadworthy. The results analysed by age and condition were as follows:—

Age	No. tested	No. defective	Percent age
Pre 1945	898	869	97%
1945-1953	2,913	2,546	87%
Post 1953	2,179	1,675	77%

Cars with wrongly aimed headlights numbered 4,662 or 80%, of which a third were post 1953 cars.

Only 1,071 vehicles did not need attention to brakes, steering, tyres or headlights, all items upon which safety of the occupants depended. Drivers of the remainder often had no idea that their cars were not roadworthy and that they were running risks.

Half of the cars had defective steering, and a quarter failed the brake test—some had no braking power at all under test. Other defects found were: tyres (368 cases), direction indicators (901), windscreen wipers, a very important item (864), doors and bodywork (937), and road springs (764).

## How do the results affect you?

As the above figures are results of tests of average cars in use at the present time, it follows that the same percentages apply to the readers of these notes. A large percentage of your own cars and motor-cycles will not pass a test, which should give most of you food for thought.

It should also give prospective buyers of secondhand cars even more food for thought, because it means that if you buy a car without a written certificate of roadworthiness you are laying yourselves open to acquiring repair bills of £30 or more. A salesman's verbal assurance is of course quite valueless should your car be tested and be found defective. Remember that the onus for roadworthiness rests upon the user and not upon the seller, and since used vehicles are always sold "As seen, tried and approved" you will get little co-operation from the dealer if you complain of defects subsequent to purchase.

## Petrol

I am frequently asked for advice about brands of petrol to use in various cars. All the petrol companies claim exceptional powers for their own brand, but the real truth is that there is precious little to choose between them. The real difference lies between the grades and not between brands. It requires complicated apparatus to detect any difference in performance between makes of the same grade, a human being certainly cannot, and any apparent difference is always psychological. Most drivers can, however, tell the difference between the cheaper grades and premium grades because most engines "pink" on the cheaper spirit.

Personally I always fill up at the most convenient pump so long as it is a recognised brand, whilst the question of grade is decided by my pocket, which usually means that I buy the cheaper grade.

A. E. MARSH.



## Have YOU a personal problem . . ?

### ASK JOHN ENGLISH

#### MALTA IN N.A.T.O.

WOULD YOU settle an argument. My mates say that Malta is in N.A.T.O. and I say not. I think only major powers can join N.A.T.O. and Malta is too small.

**Answer:** In reply to your query, the following are the member countries of the North Atlantic Treaty Organisation: Belgium, Canada, Denmark, France, Greece, Iceland, Italy, Luxembourg, Netherlands, Norway, Portugal, Turkey, United Kingdom, United States and Western Germany. Under her present constitution defence matters and the foreign relations of Malta are reserved to the United Kingdom Government and so, although Malta is not included in the N.A.T.O., the United Kingdom Government could make the military resources of the island, i.e., airfields and dockyard, available to other N.A.T.O. powers should the need arise. So you are right in saying Malta is not in the N.A.T.O., but the reason is not because she is a small nation, but because she is not a fully independent country. The Headquarters of the Mediterranean Allied Command, part of the Allied Command, Europe, which was set up under the N.A.T.O., is situated in Malta.

#### A.E.U.

AS I am a member of the Naval Association, and I get the NAVY NEWS paper, I thought you may be able to give me some advice about joining section one of the Amalgamated Engineering Union.

I served four and a half years in F.A.A. during the war as a Leading Air Mech. (E). Prior to joining the Navy at 18½ years I started work as apprentice turner, then two years later I joined the Navy in 1942. My age is now 34 years.

If you could give me any information, I would be very much obliged.

**Answer:** In reply to your letter of January 30 the rating of Leading Air Mechanic (E) is not at present recognised as qualifying for membership of the A.E.U. and your eligibility must depend upon your civilian qualification.

#### PENSION

A BRIEF review of my service is necessary in view of my query to your valued department.

On April 9, 1941, I engaged in the R.N. on an H.O. engagement, and was demobilised on August 1, 1947. Whilst a civilian, I was approached by the R.F.R. enrolment officer, and subsequently signed the agreement.

On April 10, 1951, I was called up for the 18 months emergency period, and then in the February of 1952 I decided to join on a Continuous Service engagement of 12 years.

In 1953, after seeing an A.F.O. which dealt with the reduction of time already served, in order to re-engage for pension, I made enquiries at our ship's office regarding my own eligibility to re-engage and so qualify for the bounty.

Their decision was that as I was an ex-R.F.R. rating I was disqualified from the benefit of the bounty.

A private view, expressed later, read into the A.F.O. that when I have completed 8 years of my present engagement I should then qualify for the bounty.

I would be extremely obliged if you give me your version of the situation. It seems to me that the clause excluding ex-R.F.R.s. was made because in the normal run of events an R.F.R. man would be a 12 year man, and as such had already received the £100 payment.

**Answer:** In reply to your letter of February 6, I do not consider the regulations in A.F.O. 2955/54 preclude payment of the bounty to you should you re-engage to complete time for pension, on completing eight years' pensionable service. As you can presumably count your H.O. time towards pension, you appear to have already completed the eight years required and can execute a further engagement "to complete time for pension" now vide Q.R. and A.I. Article 0827 Paragraph 15.

However, as there is some doubt in your case I would consider reference to the Director of Navy Accounts desirable—but under the present orders application has in any case to be made to The Director of Navy Accounts for payment of the Bounty.

I suggest you put in a request now "to ascertain eligibility for payment of bounty under A.F.O. 2955/54 on re-engaging to complete time for pension."

#### PHOTOGRAPHS WANTED

I AM writing to ask you if by any chance you could tell me where I can get a photograph of the three "Impregnable" at Cremyl Side, Devonport.

They were the boys' training ships. I joined them from H.M.S. Powerful, the new entry boys' training ship stationed up the Torpoint Creek in 1913.

During my movements about the country since, I have lost my enlarged photograph, also the one of H.M.S. Powerful, and wonder if there are any still in existence.

The photographs were taken by a Plymouth firm, but I forget which one.

A friend now in America, who served in the R.N. with me on H.M.S. Cornus, is also interested in these photographs.

Do you think you could possibly put me in the way of obtaining them after all these years.

Also, could you tell me where these old ships were sent when Impregnable was converted to a shore establishment.

I would also like to know if I would be eligible to join the Royal Naval Association. I served from 1913 to 1921 in the R.N., leaving under the Geddes Axe scheme, and would like to keep in touch.

My number was J23256, Signaller, Portsmouth Division.

If any reader can help the writer of the above letter in getting copies of the photographs he wants, please inform John English.

## Married Quarters

IN THE excitement over the new rates of pay and pensions, an Admiralty Fleet Order issued at the same time affecting married quarters may have escaped attention. This order has a dual effect. Firstly, there can now be no place in the United Kingdom to which an officer or man can be sent where he cannot apply for a quarter. Those standing by ships building at commercial ports or on other forms of detached duty are now covered by the hiring scheme. This is a notable advance, as previously hirings were not allowed at any place unless there was a building programme. Secondly, those places which already have married quarters will be allowed hirings as well. The scale varies, but is generally 10 per cent of the married quarters now allowed for the first quarter and a further 10 per cent each quarter for the next year.

At Portsmouth the 10 per cent quarterly increase has been in force for some time and there will be no change. Even if larger numbers were approved it is very doubtful if it would be possible to find enough suitable furnished houses and self-contained flats, for difficulty is already being experienced in attaining the maximum now allowed.

In the two years that we have had married quarters at Portsmouth some 1,300 officers and men have benefited: of these about 800 are in quarters at the moment. It can confidently be expected that by Christmas the number in quarters will be not less than 1,200. This number is calculated by taking a conservative estimate of the number of houses that will be completed during 1956 and allowing some increase

in the number of hirings. As mentioned above, it is becoming more difficult to find new hirings, and each one does not represent a net increase. Many of the hirings belong to officers and men or Dockyard officials serving away from Portsmouth, and naturally the owners require them back when they return to Portsmouth. Other landlords also want their properties back for various reasons. There is, therefore, always a number of replacements to be found before the grand total can be increased.

#### Priority Applications

The number of priority applications received during the last two months was not nearly so high as might have been expected with the old commission crews of a foreign service cruiser and a frigate returning from foreign service leave. The number was, however, sufficiently large to slow down appreciably the roster for junior ratings. Chief Petty Officers' and Petty Officers' rosters were not affected to any great extent. The total number of applications received during January was also an all time high. This may well have been due to applications deferred during the Christmas leave period, to those who were married during the leave period, and, of course, to the priority applications. Applications during February have been on a more normal scale.

The cold weather has not helped the building programme at all, and on many days it has been impossible for a number of trades to do any work at all. This is, of course, one of the normal hazards of building, and it is certainly no use carrying on with work

when it will inevitably be ruined by the weather. It is just as exasperating to the builders, who are losing money and want to get on with the job, as to those who are waiting for a house and, for that matter, to those whose ambition it is to clear the waiting lists. Difficulty has even been experienced in laying linoleum in completed houses as the cold has made it so stiff that it cracks with the slightest provocation.

The occupants of permanent houses will be pleased to hear that a portable convector heater will shortly be supplied. It will be similar to that now provided in the hall. It has long been realised that some form of heating for bedrooms is necessary, particularly when there is sickness or there are very young children, but it has taken a long time to obtain approval "through the normal channels." These radiators give plenty of warmth but have the advantage that the risk of fire and the risk to children is largely eliminated. The former is of particular importance in small rooms, and some tenants may prefer to use this heater in the dining room in preference to the fitted radiant electric radiator. Care must be taken, however, not to cover the slots at the top of the radiator, as it is through these that the hot air circulates.

The cold weather has also brought with it a spate of burst pipes causing a lot of discomfort to occupants, particularly as the plumbers have been unable to cope quickly with a nationwide epidemic. No doubt there has also been some damage. It is hoped that the experience gained will enable occupants to anticipate any future trouble. The probable seat of trouble will now be known, and it should be a simple matter to take adequate precautions.

## FIREARMS

THE GOVERNMENT'S vote which called for the abolition or suspension of the death penalty for an experimental period, has caused much speculation in some quarters upon the possibility of the strengthening of the law against the carrying of firearms. Experience will, no doubt, supply the answer in the course of time, but what, briefly, are the measures now taken to control the possessing and carrying of firearms?

As members of H.M. Forces, you are well aware that when in possession of firearms or ammunition for the purpose of, or in connection with, the performance of your duties, you are not required to have a Firearm Certificate. This exemption, however, does not apply to any Serviceman who wishes to have a rifle or revolver for personal reasons, and which he intends to use for sporting purposes; or a revolver for personal protection abroad not in connection with his official duties.

#### Firearm Certificate

It is, perhaps, not generally known that before obtaining a firearm for personal use, it is necessary to be in possession of a Firearm Certificate which provides the authority to acquire the type of weapon that is wanted. It therefore follows that early application for a certificate, clearly stating the reasons for requiring the weapon, should be made to the local police. In the case of a Naval Rating, it is usual for the Chief Constable to require, in support of the application, a letter from the rating's Commanding Officer stating that there is no objection to the firearm being acquired. A common reason for requiring a rifle for sport is "target shooting on ranges" and a note to this effect can be included in the Commanding Officer's letter, together with particulars of any team or Club of which the applicant is a member. It sometimes happens that the rifle is required for "vermin shooting on farms," and in these cases, in addition to the Commanding Officer's approval, it is advisable to submit a letter of authority from the person whose land it is proposed to shoot over, in order that enquiries can be made as to the suitability of the shoot. If a certificate is granted a special condition is included, confining the use of the weapon to those purposes set out in the application.

Do you require a Firearm Certificate for all types of weapon? The answer is "No," for a certificate is not required to possess a smooth bore gun with a barrel over twenty inches in length—usually referred to as a double or single barrelled shot gun, or an air gun, air rifle or air pistol and the ammunition for these weapons.

When, however, any personal firearm or gun, including those mentioned in the previous paragraph, is carried outside one's residence or garden, a Gun Licence is necessary,

and this can be obtained from the Post Office. This means to say that, generally speaking, if a Firearms Certificate is required to acquire and possess a weapon, then a Gun Licence is necessary to carry it from place to place, but if the weapon may be kept without a Firearm Certificate,

it is still necessary to have a Gun Licence to carry it.

Firearm Certificates cost five shillings and last for three years from the date of grant, and the charge for a Gun Licence, dated on the day it is granted and expiring on the 31st July following, is ten shillings.



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#### REFLECTIONS ON SOVIET SPORT

We regret that no mention was made in our February issue that the article mentioned above was reproduced by kind permission of "Physical Recreation."

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#### NAVY DAYS EASTER 1956

H.M. DOCKYARD, Portsmouth, will once again be open to visitors during Easter weekend when the Royal Navy will be "at home" to the public.

The following ships will be open: H.M.S. Tyne, Ark Royal, Bulwark, Glasgow, Lysander, Marvel, Vigo, Barrosa, Agincourt, Tintagel Castle, Dundas, Plover, Redpole, Rapid, H.M.M.G.B. 5015, and four submarines.

In addition there will be air attacks and aerobatics, helicopter displays, midget submarine attacks, arena displays, including the massed bands of the Royal Marines, Portsmouth Command, the Royal Marines, Home Fleet, and the Corp of Drums, Eastney, presenting the spectacular ceremony of "Beating Retreat."

H.M.F.P.B. Gay Chariotier will be firing torpedoes in the harbour, and no less than twenty-one static displays will be on view, showing the many specialisations of the Service today. Lunches, teas and refreshments are available at reasonable prices, and there are ample car and coach parking facilities.

A first-class nursery, cared for by the Royal Naval Friendly Union of Sailors' Wives and the British Red Cross Society, will be available on South Railway Jetty.

Prices of admission will be 2/- for adults and 1/- for Children under 14.



# HELICOPTER RESCUE OF NORWEGIAN CREW

THE NORTH Sea pilot Part II can claim, without fear of contradiction, to be one of the most prosaic books in English literature. It deals with some of the most treacherous coastline of the United Kingdom with masterful understatement. Yet in the following extract on the dangers of the Pentland Firth it waxes almost lyrical.

By Navigating Officer H.M.S. Barham (1906). After passing Dunnet Head East bound, with a West-going stream running at an estimated rate of from 8 to 9 knots, and Westerly wind force from 7 to 8, "only personal experience can make anybody realise what a seething cauldron of tide rips, whirlpools, and short choppy sea the Firth can become under these conditions. Most probably a smaller steamer of slow speed, or a sailing vessel, would never have been heard of again."

In the early hours of Friday, February 3, the Norwegian motor vessel Dovrefjell, 9,700 tons net, reg., Captain A. Hansen was navigating this seething cauldron, one day out of Newcastle bound for Newfoundland. At 0415 she struck hard and fast on a reef a mile S.E. of Muckle Skerry Light. The wind at the time being S.S. Westerly, force 6.

## Lifeboats Launched

Vice-Admiral W. G. A. Robson, C.B., D.S.O., Flag Officer Scotland, who was embarked in H.M.S. Wizard at Scapa Flow, to take command of Rescue Operations (proceeded to the scene of the wreck). Both Wick and Longhope lifeboats were launched, but it soon became evident that in the prevailing weather conditions the lifeboats would be unable to lay alongside the vessel.

At 0559 a signal was sent to the Royal Naval Air Station, Lossiemouth, Captain P. D. Gick, O.B.E., D.S.C., Royal Navy, requesting helicopters to stand by for possible rescue operations. At 0731, acting on orders from Flag Officer Scotland, Helicopter 934 was airborne heading for the wreck with Pilot Mr. R. H. Williams, Royal Navy, and aircrewman Petty Officer Telegraphist R. K. Money-penny. At this time the second helicopter, 932, was unserviceable with a defective revolution counter. By a splendid effort on the part of the ground crew led by A.A.2 G. W. Buck, this helicopter was also airborne within only forty minutes, the pilot of 932 being Lieutenant J. R. Palmer, Royal Navy, with aircrewman Chief Petty Officer A. Japp. At the same time a third helicopter, Pedro 22, was getting airborne from Royal Air Force Leuchars, with Flt.-Sgts. V. Kyrke-Smith and R. W. R. Griggs as crew. At 0815 934 was over the wreck. A

forty-five knot gale was blowing and solid spray was reaching a height of a hundred feet. It was thought impracticable to commence rescue operations and a signal was sent from Wizard ordering Mr. Williams to Wick to await further instructions. On his return journey he met 932, and with permission from Flag Officer Scotland, both helicopters proceeded to the wreck to reconnoitre the position again.

The crew of Dovrefjell were now gathered on the bridge, and it seemed to Lieut. Palmer that rescue from the starboard wing might be feasible. Permission for what was later described by F.O. Scotland as "a bold decision to lift in the weather and sea conditions," was granted, and by 0923 each helicopter was heading for the shore with two of the Italian crew of the vessel.

## Helicopter to the Fore

At 0941 Dovrefjell did not appear to be in any immediate danger of breaking up, and the Master and nine of his Norwegian officers elected to remain on board. The helicopters were at this time removing the other 31 members of the crew in most difficult conditions hampered by driving spray, a high wind and the ship's radio aerials, which necessitated the lifts being carried out from a height of not less than eighty feet.

The survivors were transported, together with the personal effects which they all brought with them, to a hotel near John o' Groats, where Commander H. L. Gilbert, of the Wick Coast Guard, looked after them.

A signal of congratulation was sent by Vice-Admiral Robson to the Longhope lifeboat which had stood by the whole time.

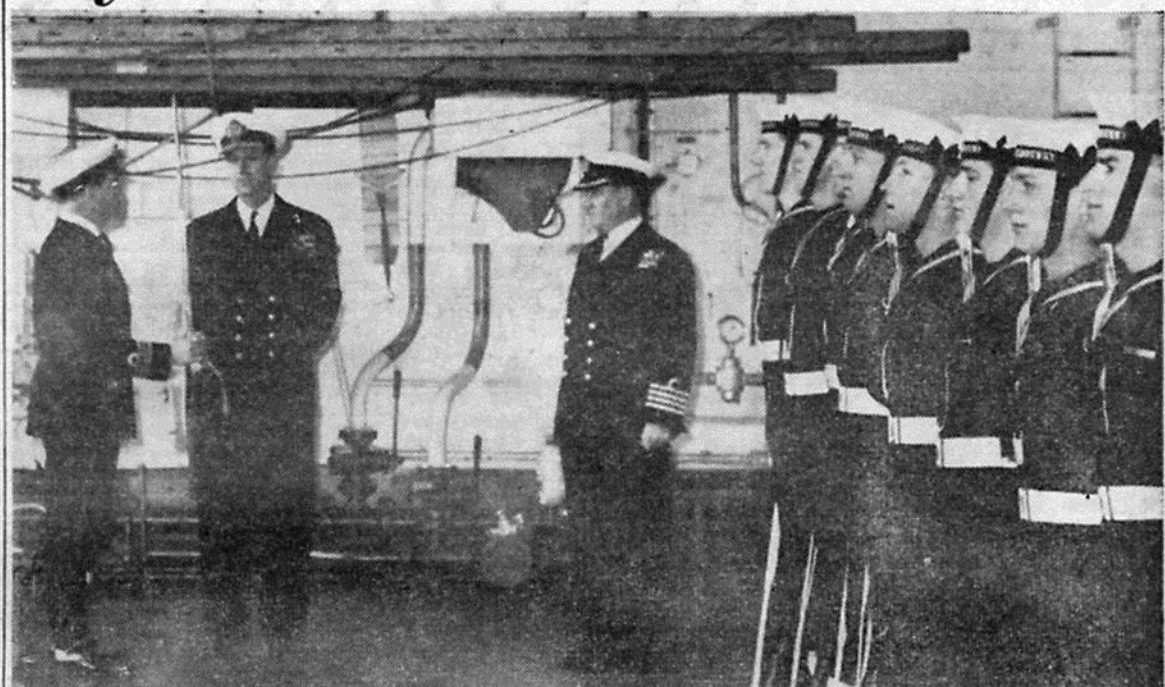
Of the forty-one officers and men of Dovrefjell, thirty-two were rescued by the Royal Navy and nine by the Royal Air Force. As Vice-Admiral Robson said, this was indeed a proper use for helicopters.

In a signal to Admiral The Earl Mountbatten of Burma, His Majesty King Haakon of Norway said: "Please convey to the pilots of helicopters rescuing the officers and crew of Norwegian M/V Dovrefjell my appreciation of their extraordinary fine deed and bravery."

The Admiralty has received a message of thanks from Messrs. Olsen and Egelstad, of Oslo, owners of the Norwegian ship Dovrefjell. It reads:

"Please convey to Admiral Robson, the Captain and crew of H.M.S. Wizard, and pilots of Naval and R.A.F. helicopters appreciation and heartiest congratulations for services rendered in saving the Master and crew of Dovrefjell."

# Royal Visit to H.M.A.S. Melbourne



H.R.H. The Duke of Edinburgh, K.G., is received on board on the occasion of his recent visit to the Australian Carrier

## R.N.A. BRANCH NEWS (continued from page 11)

### ASHFORD (KENT)

FRATERNAL GREETINGS to all shipmates. Our A.G.M. has come around and gone again. No changes in the Officers, except that we have a new Hon. Secretary, S/M V. A. Harris has taken over these duties from S/M J. Austin, who reluctantly had to give up, owing to his work. S/M L. G. Murray our worthy Chairman is still our skipper. "Keep up the good work Don, and may you have yet another happy commission."

We were sorry our President (Vice-Admiral Sir Albert L. Poland) and Capt. Donald Macintyre, got snowed up, and couldn't get through. Better luck next time.

Quite a few suggestions from the floor, were put forward and carried, one of which was the formation of the members' wives, into a Women's Section. "Thank you ladies for all you do in the Mess, God Bless you." We received a letter from S/M H. D. Humphreys who is in Lenham Sanatorium, and hopes to be with us again shortly. We all wish him a very speedy recovery, also S/M A. Burrows who is recovering from a nasty accident.

A Brick fund has been started towards our own headquarters, and I can see quite a large number of bricks already being piled up by the end of the year.

The Jutland Rally is being held at Canterbury on April 22 next, so come on shipmates, give your names in to the Hon. Secretary, and let's all turn out in force again.

A day trip to the continent is being arranged by the Area 2 Hon. Secretary for some time in July and on a Saturday too, so let's all get down to it and make a day of it (no Passports).

### WORTHING

HELLO SHIPMATES everywhere, long time no appear in print, but we have not been idle.

Our A.G.M. is now behind us and we are now embarked on another year in commission.

The weather may have had an adverse effect on the A.G.M. attendance but there was a fairly good muster considering all things.

We commence the year with Shipmate Gilbert Wood in the Chair and Shipmate Collins as Vice-Chairman; Hon. Treasurer and Hon. Secretary returned to office unopposed and Branch Committee shows some new faces.

### Successful Year

Nineteen fifty-five was very successful, both financially and socially. The most important functions being the dedication of our new standard in June and attendance at Annual Rally in October.

In April last year we took a big step forward and amalgamated with a working men's club and we now in fact control the club in numbers and in activities. For many years we were forced to seek refuge in various temporary headquarters in various parts of the town but we now have our own in the heart of the town and in very close proximity to our old friend "The Ogwash", although most of us for various reasons shun it, except for an occasional view.

Although the year was rather an expensive one, dedication and amalgamation being quite the largest items, we are still very much in the black, and arrangements are in hand to keep us so and increase the kitty.

### Navy News

This publication is now being supplied direct by post to about thirty of our members and we all vote it a great improvement on the old "Look-out" and would like to see it given 100 per cent support from all members of the Association. It certainly gives a far clearer picture of current events in the Andrew than can be obtained elsewhere and we now eagerly await the clarification of the recent statement on increased pensions for the older pensioners.

### Subscriptions

Subscriptions for 1956 are coming in well and we would ask all shipmates to do their utmost to pay up early and thus save Hon. Treasurers a lot of additional work.

### Notes to other Branches

If your branch anticipates paying us a visit, we do ask you all to give us information well in advance with proposed dates, and it would be very much appreciated if you would give us an alternative date as well. Our social activities are quite considerable and unless we know well in advance we cannot be sure of arranging suitable entertainment, etc.

Our Branch Bulletin goes out the first week of each month, so if branches intending to pay us a visit will give us at least a month's warning it will help us to provide a good evening.

Now shipmates, we will sign off with all best wishes to shipmates far and near.

Press Officer, Worthing.

### FOLKESTONE

I AM happy to relate that since our last report in the Portsmouth NAVY NEWS, we visited the Ice Show at Wembley, where I am pleased to say, everybody enjoyed the spectacular show.

On January 11 we gave a Christmas Party to the children of members of the Branch, and 32 boys and girls sat down to a jolly good "tuck in," each child on leaving received a gift also a bag of sweets and fruit. In the evening a Carnival Social was held for the adults. An excellent entertainment was provided by the local Co-operative Women's Guild Choir, who included in their programme the French Can Can Dance, but unfortunately, the boys forgot to bring their glasses. There was also plenty of fun and games, also dancing for which prizes were awarded.

On January 20, another lively evening was spent by 50 members and their friends who sat down to an excellent supper after which a splendid entertainment was given by local artists.

We send our best wishes for a happy landing to all our local ratings who are at present serving, and shall be glad to welcome any of them when they are on leave at our meetings which are held the first Friday in each month at

the Guildhall Hotel. Information regarding the local Branch will be gladly given by the Social Chairman, S/M E. R. Smith, 5 Bradstone Avenue, Folkestone, Kent.

### BARNES & MORTLAKE

AHOY SHIPMATES! This is the first time we of Barnes and Mortlake have had a chance to get into print, for we are a new Branch, having held our Inaugural Meeting at the White Hart Hotel, Barnes, on January 20. The meeting opened with Shipmate C. Wheeler, National Council Member No. 1 Area in the Chair, and he gave us a very interesting talk on the history and aims of the Association. He then turned over the Chair to our elected Chairman, S/M Dick Haddenham. Many shipmates of Portsmouth Branch will know and remember him as one time Vice-Chairman of Portsmouth Branch and lately Chairman of Brentford and Chiswick. He has worked hard in this area for the Association and it is due to his efforts that Barnes and Mortlake was "launched." He then introduced our Hon. Secretary, Lieut. W. Trussler and then Treasurer, Cdr. G. Virgus.

### Apology

Our Area Chairman S/M Geo. Oldfield then gave us a short but forceful talk and introduced the Area Hon. Secretary, S/M R. Mallock, who very kindly presented a tankard and 50 cigarettes to be raffled. S/M G. W. Nixon, Hon. Secretary of South-west London, wished us "all the best" as did S/M Brown, Chairman of Hounslow Branch, who warned us not to become too parochial in our activities, and followed that up by inviting us over to his Branch to a Social on February 24. The last of our visitors to wish us well was S/M Yeomanson, Vice-Chairman of our "chummy ship," Brentford and Chiswick, who also issued an invitation. I would like to thank all those other shipmates of Southall and Brentford who made the trip to see us "off." Apologies are due to many others who were not informed of the meeting, but shipmates, we could only accommodate 40 that evening, as most of the larger licensed halls were engaged.

We have decided to hold a dance at "The White Hart," on Friday, March 23. Tickets can be obtained from Hon. Secretary, W. Trussler, 38 Denton Road, East Twickenham, Middx.

We are in the process of forming a darts team, and no doubt in the near future will be showing our skill, or lack of it, to various neighbouring branches.

We have no President to date, but personally I would like to see the Branch stronger in numbers before we invite anyone to take that office.

In closing, I would like to extend to all shipmates the invitation to "drop in," and see us at the "White Hart Hotel," Barnes, any Monday evening at 8 p.m. (No. 9 bus from Hammersmith or Southern Railway to Barnes Bridge.)

Cheerio shipmates, may your rum tub never run dry.

TINY BOSTOCK.



## WANTED

★  
Information leading  
to this  
Man's Identity

★  
Do You Know  
His Name?

## 5 GUINEAS REWARD

Despite the lateness of February's NAVY NEWS there was a lively response to our 5 GUINEA PRIZE COMPETITION. Nevertheless, we have decided to delay the closing date for ONE MONTH, in order that those readers who obtained their NAVY NEWS too late to enter may still have a chance of competing.

Remember that entries should be sent to:

"WHATSHISNAME."

"NAVY NEWS."

ROYAL NAVAL BARRACKS,  
PORTSMOUTH.

A spare coupon is printed below, and must reach us by March 21, 1956. New entries will be considered with those already received, and the name of the prize-winner will appear in the April issue of NAVY NEWS!

Cut along dotted line

### WHATSHISNAME COMPETITION

Call Him .....

Reader's Name .....

Address .....

Please Use Block Letters



## THE ROLE OF THE NAVY

### The Active Fleet

The shape and size of the Fleet change, but its tasks remain and indeed, in the world as it is today, tend to increase rather than diminish. The activities of the Royal Navy during the past year, some of which are recounted below, have once again demonstrated the prominent part played in peacetime by naval power in supporting this country's policy throughout the world, and ensuring that our world wide trade continues unmolested. They have shown too how quickly and effectively the sea and air power of the Royal Navy can be brought to bear in almost any part of the world.

This ability to deploy power quickly and effectively is no less important in global war, but in global war the prime task of the Navy would be, as it has always been in the past, to keep our sea lanes free so that we can bring in those things on which our very ability to exist and fight depend. It cannot be stressed too often that we who live on an island are wholly dependent on seaborne supplies.

In a global war our sea lanes would be open to attack by a massive underwater fleet and a powerful surface fleet which would be at sea with their fleet train. The main purpose of the Navy would be to retain control of the seas by destroying the enemy ships, submarines, and aircraft.

In its peacetime rôle as an instrument of national policy the Royal Navy usually operates alone, but in war it would form part of a closely knit alliance of the navies of the Commonwealth and N.A.T.O. powers. The activities of the Fleet today are well illustrated in the eastern Mediterranean and the Persian Gulf, where H.M. Ships are a visible sign of our power to meet our obligations in the Middle East. Destroyers, frigates, minesweepers and patrol boats of the Mediterranean Fleet have all had a share in the constant watch against the smuggling of arms to the terrorists in Cyprus. The Royal Marine Commandos have strengthened the security forces of the Army. Frigates of the East Indies Squadron have continued to patrol the Persian Gulf and the Arabian coast, and are available to deal with any unrest that may threaten. In Malaya the Royal Navy has continued to help the forces fighting the communist terrorists, and their hideouts have been bombarded from the sea. No. 848 naval helicopter squadron continued to carry out valuable work in this theatre during 1955 and the squadron will continue in service there in 1956.

H.M. Ships have a permanent mission of goodwill. In October last year there was a valuable exchange of visits with the Soviet Navy. Thousands of Russian sailors and civilians, in Portsmouth and Leningrad, had their first sight of the British. Officers and men of the Royal Navy have been welcomed in many foreign ports including those of Spain, Egypt, Iran, Thailand, and the Philippines.

### The Fleet of the Future

#### Aircraft Carriers

The construction of the aircraft carrier *Hermes* and the modernisation of *Victorious* are going on satisfactorily. When they are completed, these ships will be capable of operating the next generation of aircraft which will be coming into service in the Navy. Some will be capable of delivering atomic weapons.

The four front-line carriers now in the active Fleet are *Ark Royal*, *Eagle*, *Albion* and *Centaur*; and the trials and training carrier is *Bulwark*. All have angled decks and *Ark Royal* also has steam catapults.

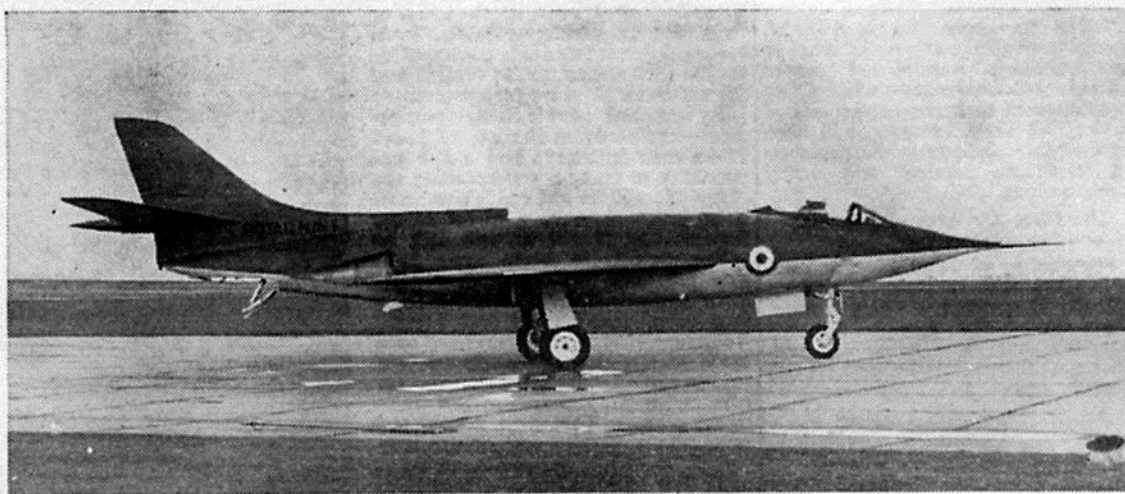
This year *Centaur* will be taken in hand for fitting with steam catapults as well as improved radar and communications, and *Bulwark* will replace her in the active Fleet. Another light fleet carrier, *Warrior*, is also about to complete a modernisation which includes fitting an angled deck; in subsequent years other carriers will be brought up to date in their turn.

The first prototype N.113 has flown successfully and this fighter/strike/ground attack aircraft is expected to carry out its first deck-landing trials very shortly. The D.H. 110 all-weather fighter is also developing satisfactorily and has shown itself a very good performer.

#### Cruisers

Work on the three *Tiger* Class cruisers, which will mount the new fully-automatic six-inch gun turret, is going on well. The design of the new type of cruiser with its anti-aircraft guided weapon is going forward. We are also looking further ahead with

# NAVY ESTIMATES, 1956-57



A new Naval carrier-borne fighter, the Vickers-Supermarine N.113, for which a substantial production order has been placed for the Royal Navy  
Photo postcards as illustrated above can be obtained free from the Editor on receipt of a stamped addressed envelope

the object of planning the fitting of more powerful guided weapons, which are now being designed.

#### Fleet Escorts

Last year arrangements were made to order two new fleet escorts, the first of a new and bigger class which would embody all the latest advances beyond the most successful *Daring* design. It has now been found possible to design these vessels with a guided weapon instead of with anti-aircraft guns. This will very greatly increase their fighting power. They will also carry a very modern anti-submarine equipment, modern radar and excellent communications. Provision is made in the 1956-57 Navy estimates to order two more vessels of this type.

#### Frigates

The programme of converting destroyers built during the war to fast anti-submarine frigates is virtually complete, and has given us excellent ships with many years of life before them. The building programme of new frigates is also now well under way, and by April, 1957, some twelve new frigates of various types will have joined the Fleet. During 1956-57 we shall order a further five anti-submarine frigates of the design which is turning out best, as well as one more anti-aircraft specialist frigate and one aircraft direction specialist frigate. We also intend to order three frigates of a general purpose design; they are designed to fulfil economically all the functions of a frigate, rather than to have an outstanding performance in any one specialised rôle.

### Atomic Power for Marine Propulsion

It is clear that nuclear energy may well become, in the future, the main source of propulsion for both naval and merchant ships. The Admiralty's intention will be to employ nuclear power in the first instance in submarines. For some years scientists and naval officers, serving at the Atomic Energy Research Establishment at Harwell, have been collecting the necessary knowledge of this subject, but it has only recently become possible to start practical work on planning a marine nuclear power plant.

For this development much help will be needed by the Admiralty from industry in this country and one of the largest submarine building firms will co-operate in the project. This firm will in turn co-operate with other engineering firms so that the most skilled resources available in the country will be used in this important new venture.

#### General Submarine Development

The submarine has lately been shown to be capable of great development both in fighting power and in speed and endurance under water. Basic studies are in hand to ensure that our Fleet will continue to be equipped with submarines of the most modern type.

#### Afloat Support

One of the main advantages of navies is their ability to operate overseas without needing continual support from expensive and vulnerable shore bases. During the coming year we intend to build up the force of ships needed to support the Fleet at sea. In 1956-57 we shall begin a programme of modernisation of ships to maintain escorts and minesweepers. We shall plan the conversion of the carrier *Triumph* into a heavy repair

ship, and start work on converting the carrier *Perseus* into a submarine depot ship. We shall also buy the hull of a cargo vessel and convert it to a store issuing ship.

### The Reserve Fleet

The possibilities opened by thermonuclear warfare demand the maintenance of a Reserve Fleet more highly prepared for mobilisation than before. The maintenance of ships in such a high state of readiness is expensive in both naval manpower and money, and it is not possible to maintain all our ships in this way. Our Reserve Fleet must therefore be smaller, and money, manpower and resources will be concentrated on the modernisation, refitting and maintenance of those ships which can be manned quickly for service on the outbreak of war.

A number of ships have been fully refitted and are equipped with stores. Some are manned by skeleton crews which can be rapidly augmented to bring the ships to the shortest possible notice for war. This part of the Reserve Fleet comprises mainly destroyers, escorts and smaller vessels.

We also have a small group of Reserve Fleet ships which, although refitted, are not being kept in such a high state of readiness. They are nevertheless, capable of being mobilised and made ready to fight in the early stages of a war.

It would be too expensive to bring the remaining ships in reserve up to the most modern standards and thereafter keep them up to date. The best of them have been, and will be, made available to friendly navies. The rest will be scrapped when they reach the end of their useful lives and their equipment has been removed.

### Summary of Present Policy

To sum up, the necessary changes to enable the Navy to meet the latest advances in science and the new developments in strategy are now taking place. The concept of the battle-group, centred round the modern carrier with its multi-purpose squadrons of aircraft, is nearing realisation. The next stage in its development will be to add the new cruiser, defended by its anti-aircraft guided weapons, and the destroyer similarly armed.

The Reserve Fleet has been reorganised to give the most efficient fleet for the least cost in money and manpower. In addition, the whole supporting organisation ashore is being reviewed to ensure that it is adaptable and economical and that as much money and manpower as possible can be devoted to the sea-going fleet.

### The Strength of the Fleet

During the coming year the ships of the Fleet will be deployed as follows:—

#### A. Ships in the Operational Fleet, or preparing for service with it

- 2 FLEET CARRIERS — *Eagle*, *Ark Royal*.
- 2 LIGHT FLEET CARRIERS—*Centaur*, *Albion*.
- 9 CRUISERS — *Ceylon*, *Jamaica*, *Glasgow*, *Gambia*, *Superb*, *Newfoundland*, *Birmingham*, *Newcastle*, *Kenya*.
- 8 DARING CLASS SHIPS—*Daring*, *Delight*, *Defender*, *Diana*, *Duchess*, *Diamond*, *Decoy*, *Dainty*.

- 21 DESTROYERS—2 *Weapon* Class, 7 *Battle* Class, 12 *C* Class.
- 28 FRIGATES — 7 *Anti-Submarine*, 6 *Black Swan* Class, 7 *Bay* Class, 8 *Loch* Class.
- 2 FAST MINELAYERS — *Apollo*, *Maxman*.
- 1 NETLAYER—*Protector*.
- 44 SUBMARINES (includes 2 X-craft).
- 37 MINESWEEPERS — 6 *Ocean*, 21 *Coastal*, 10 *Inshore*.
- 26 COASTAL CRAFT—11 *Fast Patrol Boats*, 15 *Seaward Patrol Craft*.
- 7 LANDING VESSELS—1 *Landing Ship Headquarters*, 2 *Tank Landing Ships*, 4 *Tank Landing Craft*.

#### B. Ships engaged on Trials and Training, or in Fleet support

- 1 LIGHT FLEET CARRIER (employed in flying training)—*Bulwark*.
- 2 LIGHT FLEET CARRIERS (employed in non-flying training)—*Theseus*, *Ocean*.
- 1 GUIDED WEAPON TRIALS SHIP—*Girdle Ness*.
- 1 CRUISER—*Cumberland*.
- 3 DESTROYERS—*Vigo*, *Savage*, *Obdurate*.
- 24 FRIGATES—14 *Anti-Submarine*, 2 *Black Swan* Class, 6 *Castle* Class, 1 *Grimsby* Class, 1 *Hunt* Class.
- 28 MINESWEEPERS — 4 *Ocean*, 7 *Coastal*, 17 *Inshore*.
- 3 COASTAL CRAFT—3 *Fast Patrol Boats*.
- 1 TANK LANDING SHIP.

#### C. Fleet support and auxiliaries

- 1 DESTROYER DEPOT SHIP.
- 3 SUBMARINE DEPOT SHIPS.
- 1 COASTAL MINESWEEPER HEAD-QUARTERS SHIP.
- 1 REPAIR SHIP.
- 1 DEEP DIVING VESSEL.
- 1 RESCUE BELL SHIP.
- 7 SURVEY SHIPS.
- 1 MINELAYER.
- 5 CONTROLLED MINELAYERS.
- 22 BOOM DEFENCE VESSELS (6 civilian manned).
- 4 DE-GAUSSING VESSELS (3 civilian manned).

#### D. Ships in course of construction

- 1 LIGHT FLEET CARRIER—*Hermes* (*Hercules* and *Leviathan* are excluded—construction suspended).
- 3 CRUISERS—*Tiger*, *Blake*, *Defence*.
- 23 FRIGATES—4 *Anti-aircraft*, 4 *Aircraft Direction*, 15 *Anti-Submarine*.
- 2 SUBMARINES (excludes those not yet launched).
- 69 MINESWEEPERS—45 *Coastal*, 24 *Inshore*.
- 10 COASTAL CRAFT—9 *Fast Patrol Boats*, 1 *Seaward Patrol Craft*.

#### E. Ships at present in all classes of Reserve or undergoing extended refit, modernisation, conversion, etc.

- 3 FLEET CARRIERS — *Victorious*, *Illustrious*, *Indefatigable*.
- 4 LIGHT FLEET CARRIERS—*Triumph*, *Glory*, *Warrior*, *Vengeance*.
- 12 CRUISERS—*Sheffield*, *Bermuda*, *Diadem*, *Cleopatra*, *Mauritius*, *Belfast*, *Bellona*, *Dido*, *Euryalus*, *Sirius*, *Swiftsure*, *Liverpool*.
- 5 BATTLESHIPS—*Vanguard*, *Anson*, *Duke of York*, *Howe*, *King George V*.
- 44 DESTROYERS—*Obedient*, 4 *Milne* Class, 1 *Napier* Class, 2 *Wager* Class, 3 *Zealous* Class, 16 *Battle* Class, 2 *Weapon* Class, 13 *C* Class, 1 *T* Class, 1 *V* Class.
- 110 FRIGATES — 13 *Anti-Submarine*, 32 *Hunt* Class, 12 *Black Swan* Class, 1 *Bittern* Class, 11 *Bay* Class, 13 *Loch* Class, 13 *River* Class, 15 *Castle* Class.
- 1 FAST MINELAYER—*Ariadne*.

- 15 SUBMARINES (including 2 X-craft).
- 190 MINESWEEPERS—50 *Ocean*, 63 *Coastal*, 77 *Inshore*.
- 41 COASTAL CRAFT—28 *Fast Patrol Boats*, 13 *Seaward Patrol Craft*.
- 54 TANK LANDING VESSELS—1 *Landing Ship Headquarters*, 28 *Tank Landing Ships*, 25 *Tank Landing Craft*.
- 1 NET LAYER.
- 1 DESTROYER DEPOT SHIP.
- 1 AIRCRAFT REPAIR SHIP, *Perseus*.
- 2 REPAIR SHIPS.
- 1 AIRCRAFT MAINTENANCE CARRIER, *Unicorn*.
- 8 MAINTENANCE SHIPS.
- 1 SURVEY SHIP.
- 6 CONTROLLED MINELAYERS.
- 52 BOOM DEFENCE VESSELS (51 civilian manned).
- 1 DE-GAUSSING VESSEL.
- 1 RADAR TRAINING SHIP.

### Naval Shipbuilding, Modernisation and Conversion

Progress with the construction of the principal types of new ships for the Royal Navy, during the financial year 1955-56, is summarised below:

**Ships under construction on 31st March, 1956:** (the figures in brackets, which are included in the totals, show the numbers launched, or to be launched, by that date):

AIRCRAFT CARRIERS	...	1	(1)(a)
CRUISERS	...	3	(3)
FRIGATES	...	24	(20)
SUBMARINES	...	2	(2)(b)
COASTAL MINESWEEPERS	...	45	(24)(c)
INSHORE MINESWEEPERS	...	25	(14)
INSHORE SURVEY VESSEL	...	1	
FAST PATROL BOATS	...	9	(9)(b)
SEAWARD DEFENCE BOAT	...	1	(1)(b)

**Ships completed, or expected to be completed, during the financial year 1955-56:**

FRIGATES	...	2
SMALL SUBMARINES	...	2
COASTAL MINESWEEPERS	...	26
INSHORE MINESWEEPERS	...	19
FAST PATROL BOATS	...	7
SEAWARD DEFENCE BOATS	...	5(d)

(a) In addition, there are two carrier hulls, launched in 1945, on which work is suspended.

(b) Excludes those not yet launched.

(c) Includes four being completed for the Indian Navy.

(d) Includes one sold to South Africa.

Modernisations and conversions are progressing satisfactorily. Reconstruction of the fleet carrier *Victorious* is still proceeding; the modernisation of the cruiser *Royalist* for the Royal New Zealand Navy will be completed shortly. The conversion of the maintenance ship *Girdle Ness* to a guided weapon trials ship is expected to be completed in the summer. Four more conversions of destroyers to anti-submarine frigates will be completed in 1955-56, bringing the total up to 31, and others are in hand. Work is proceeding on the modernisation of a number of destroyers.

### Research and Development

The changes in our outlook on naval warfare and new ideas about the future rôle of warships and aircraft have presented the naval and civilian staffs, engaged on research and development, with many new problems. We have examined carefully all the work on which these staffs are employed and the money available to them. As a result, the programme of research will shortly be modified and greater effort will be put into special fields without materially increasing the total number of research staff.

Although savings in both manpower and money can be made by reducing the effort on work which is no longer thought to be essential, a larger financial provision will still be necessary for research and development in the coming year. Most of this extra money will be used in developing guided weapons and nuclear propulsion plant for the Navy and valves and electronic devices for the three Services. This work will be very expensive but its importance justifies the additional cost.

Many naval development projects are expected to be completed during the current year and will bring with them new maintenance and repair problems. Scientists and designers will watch the equipment in use at sea and learn how to improve future designs. The new facilities for hydroballistic research will provide means for a better study of the behaviour of hulls moving at high speed under water and of weapons dropped or projected into water.

A great deal of thought has been given to the development of tactical teachers and trainers with which realistic exercises can be economically carried out ashore. The officers tak-



## Naval Estimates—continued

ing part in these exercises must use the same judgment, give the same orders, and operate the same instruments and communications as they would in action. Men operating modern ships' instruments of various types can also be trained ashore. A new form of anti-submarine attack teacher is being developed, and an action speed tactical teacher of advanced design will be installed at the R.N. Tactical School in 1956. These devices are of great value to the Service, not only because they save manpower and money, but also because they make possible the quick evaluation of new tactical thought and theories.

The Admiralty will take part in the activities organised for the International Geophysical Year, both with purely naval resources and through the National Institute of Oceanography.

### Naval Manpower

#### Trends in Manpower Strengths

The Vote A for 1956-57 provides for a maximum strength of 128,000 in April, 1956, and for a reduction of about 6,000 over the year. This reduction will accord with the Government's policy to reduce the total size of the Forces to 700,000 in 1958.

#### Re-engagement

As was estimated in last year's Explanatory Statement, the proportion of men completing 12 year engagements who re-engage to complete time for pension has been about 40% for ratings and something under 20% for Royal Marine other ranks. The proportion of ratings on special service (i.e. 7 year) engagements who have decided to stay in the Navy has, however, remained very low. Since some 8,000 men are due to complete 7 year engagements during the year, while less than 2,000 will be coming to the end of 12 year engagements, the rate of re-engagement of 7 year men will be more important, numerically, than the rate for 12 year men.

#### Regular Recruiting

The following figures show that the number of regular recruits (i.e. ratings and Royal Marine other ranks) has continued to decline, although not so sharply as before.

1952-53	...	10,100
1953-54	...	9,100
1954-55	...	7,700
1955-56	...	7,500 (estimated)

There has been some improvement in recruiting for the engineering mechanic branch but the entry to several of the smaller branches, and the boy entry, have continued to decline.

#### Officers

The total Vote A bearing of officers will fall by about 300 in 1956-57, mainly through the release of most of the remaining re-employed retired officers and emergency officers on completion of their current periods of service. We shall, however, still need some of these officers in the engineering, electrical, medical and dental specialisations.

#### The Fleet Air Arm—Pilots and Observers

The number of naval pilots and observers are now satisfactory, and no difficulty is expected in filling requirements during the coming financial year. We shall continue to use both officers of the general list and officers specially recruited.

#### Cadet Entry and Training at Dartmouth

Since the new scheme of entry at age 17½-19 years came into force in May, 1955, all vacancies have been filled; there has been an average of five candidates for every vacancy. The naval scholarship scheme has now run a full year and the response has been most satisfactory. For the ninety vacancies offered there have been 840 applications.

#### Women's Royal Naval Service

Vote A for the financial year 1956-57 provides for a maximum strength of 280 officers and 3,700 ratings. Recruitment of ratings has declined from 1,300 in 1954-55 to about 800 in 1955-56 but a material improvement is hoped for in the coming year. At present there are deficiencies in the cook, steward and supply categories and also, to a lesser extent, in the air mechanic and radio categories.

### The Naval Career

#### Pay and Pensions

The big increase over the previous year's estimates for pay—particularly when this is contrasted with the reduction in numbers provided for in Vote A—is due to the revised rates of pay which have been presented in Cmd. 9692. These affect all serving men and women. Increases in retired pay and pensions for officers and men have also been announced in Cmd. 9692.

#### Terms of Regular Engagement

We have discontinued the existing initial engagements of 12 years continuous service (except for artificer apprentices) or of seven years special service followed by five years in the Royal Fleet Reserve.

In recent years we have found that it was no longer satisfactory to run the continuous service and special service engagements side by side. We

have given a good deal of thought to the choice of the new periods of engagement.

The two existing engagements have been replaced by a single initial engagement of 9 years from entry or from age 18 whichever is the later. Re-engagement from this point will be in the first place to 14 years, and thereafter to 22 years for pension.

By the end of his initial engagement—ordinarily at the age of about 27—a man will have had a fair opportunity to make a good start in the Navy. He will be old enough to know if he wants to make a career of the Service, and if not he will still be young enough to begin again in a new job. The subsequent re-engagement periods of five years (to fourteen years' man's time) and 8 years (re-engagement for pension) have been made shorter than the single ten year re-engagement "to complete time for pension" under the present and traditional scheme. This is in the interest both of the Service and of the individual. Although the present trend is towards a smaller Navy, it is wise to keep the power of increasing strength at short notice. The ability to accept more short re-engagements may prove useful in future years. On the other hand we believe that most of the men who will be affected by this change will welcome the chance of committing themselves for only a relatively short period of further service, knowing that they will still be eligible to re-engage later.

#### Centralised Drafting

The drafting of naval ratings, except for the Fleet Air Arm, Submarine Service, Royal Marines and W.R.N.S. is at present done by separate depots in Portsmouth, Devonport and Chatham. It has now been decided to centralise this process.

This change will save manpower and at the same time will bring certain benefits to the sailor, notably in levelling out promotion in the different depots, better forecasting of drafts and less disturbance. Ratings will be able to state their preferences for the area in the United Kingdom in which they wish to serve. These preferences will be met so far as practicable, particularly for men who have already established homes in the Home Ports. The new system will come into operation in 1957.

#### National Service

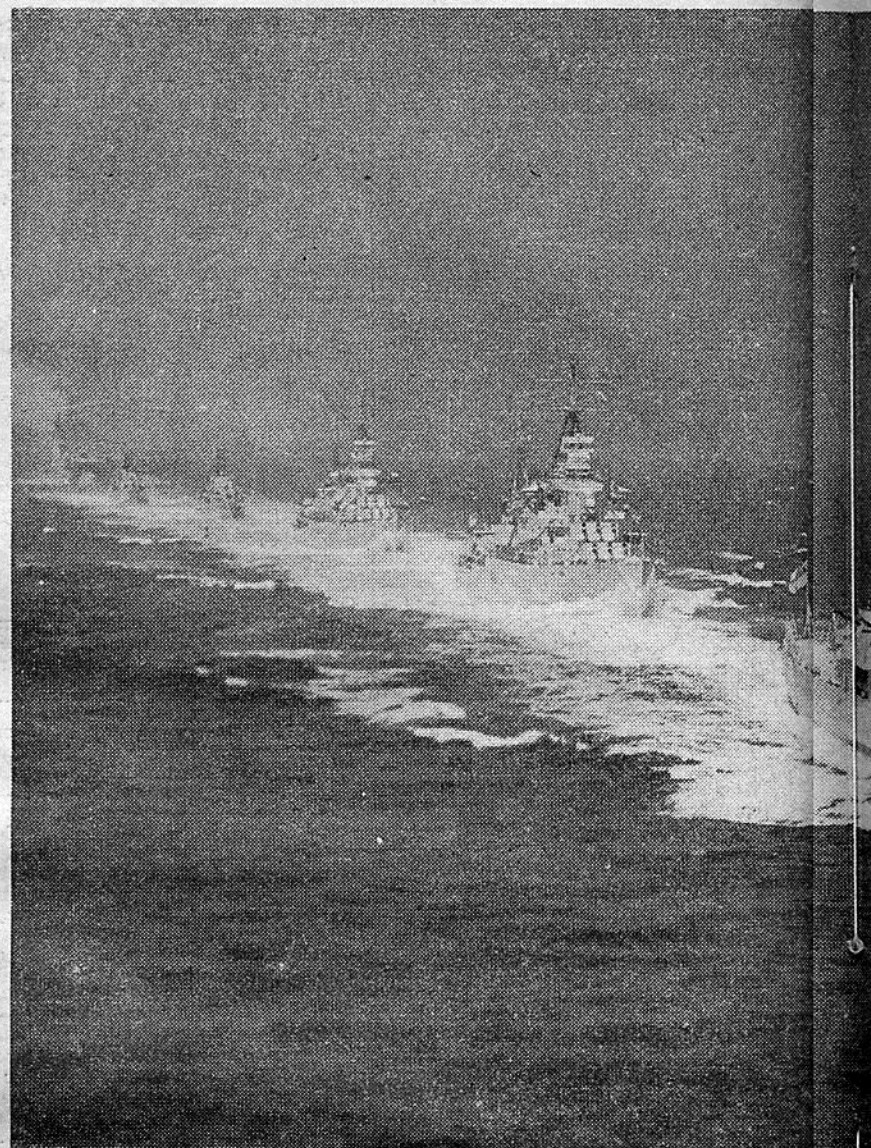
If the expectation of higher rates of extensions of service, and of more recruiting of regulars, is fully realised, the need for national service men will fall steeply—from about 6,000 in 1955-56 to about 2,000 in 1956-57. This figure does not include those men, liable for national service, who are expected to enter the Navy on regular engagements, it is estimated that these will number roughly 2,000.

#### Officers

The review of the system of entry and training, and of the careers, of Naval and Royal Marine Officers has now mainly been completed and important changes were announced on January 25, 1956. The permanent officers of the executive, engineering, supply and secretariat and electrical branches will be combined into a single General List on January 1, 1957. Except for the electrical specialists, whose training requirements differ, there will be a common entry of cadets into Dartmouth and specialisation will be decided upon about mid-way through their training there. In their subsequent careers the officers of the various specialisations will all be eligible for certain appointments, even in the lower and middle ranks, and the aim is eventually to pool all promotions to the rank of captain and above, although the command of ships and aircraft must necessarily be reserved to those officers with the appropriate experience.

In this way we shall make more effective use of the talents of officers of all specialisations, and give greater equality of opportunity to all officers to reach the higher ranks. At the same time we shall regulate the cadet entry so that prospects of promotion are improved. We shall in addition eventually raise the minimum age of compulsory retirement for General List officers to 50. The new conditions should strengthen the incentive for candidates of the highest quality to compete for cadetships in the Royal Navy.

Ratings and Royal Marine other ranks will eventually have a better chance of promotion to officer rank. With the reduced cadet entry, the list of officers which we now call the branch list, will increase in importance and size. It will be renamed the special duties list, and will eventually contain a proportion of commanders' posts. We believe that ratings of the best quality will be further encouraged by these changes to aim for a career in commissioned rank.



Ships of Home and Mediterranean

## New Centralised Advancement for the R

A MEASURE to ensure that 75,000 General Service ratings of the Royal Navy have equal promotion prospects within their categories and fairer shares of duty afloat and ashore, is to be introduced by the Admiralty next year.

It involves the establishment of a central drafting and advancement authority to replace the localised organisations now existing for these functions at the port divisions of Chatham, Devonport and Portsmouth. All men on regular engagements, which in the Navy means at least seven years' service, will be able to state a preference for the region to which they wish to be drafted when serving in the United Kingdom. Since men will now be eligible to serve in any ship or establishment, the drafting authority will have more scope in trying to meet these preferences.

In addition to the present home port areas, these regions will probably include Portland, Harwich, Rosyth, the Midlands, North England, South-West Scotland, North Scotland, South-West Wales and Northern Ireland. Men already serving who have made their homes in areas suited to the present port system will have their interests safeguarded.

At present, a General Service rating is allocated permanently to one of the three manning ports on entering the Service. It is there that his records are maintained, and he himself serves when not under training or actively employed. Further, he can normally be sent only to ships and shore bases manned from his own port.

Controlled drafting and advancement, which will be under a senior officer to be known as the Naval Drafting Authority, means:

- That a General Service rating will be able to serve in any ship or establishment where his services can be utilised, since none will be linked to a particular port division for manning.
- Ratings will eventually have an opportunity of choosing a "selected depot"—Chatham, Devonport or Portsmouth—for welfare and certain other purposes. New entries, who will, of course, no longer be allocated to one of these divisions, will also be able to select a depot.

### The Naval Reserves

The Royal Fleet Reserve has continued to expand throughout 1955-56 owing to the enrolment of large numbers of special service men completing the active service portion of their twelve year engagements. The present strength of the reserve is 29,000. Although it is expected that, in view of the new rates of pay, a higher proportion of special service men will now transfer to a nine year regular engagement, it is estimated that the strength of the Royal Fleet Reserve will reach 31,000 in the present year.

The strength of the Royal Naval Reserve continues to show a steady increase. The maximum bearing is expected to reach a total of 5,200 officers and men in the coming financial year.

The maximum bearing of the Royal Naval Volunteer Reserve is expected to be 4,000 officers and over 9,000 ratings by the end of the year.

The numbers in the Women's Royal Naval Volunteer Reserve remain fairly steady at 150 officers and 1,100 ratings.

Recruiting for the Royal Marine Forces Volunteer Reserve remains satisfactory and it is expected that it will again number about 1,700 officers and other ranks during this year.

The strength of the Royal Naval Special Reserve is expected to reach 17,600 in 1956-57. Of this total, about 8,600 will be National Servicemen who are discharging their liability to carry out part-time service. The remainder will consist of men who, having completed both their full-time and part-time National Service, are enrolled in the Special List of the Reserve (for which no further training is required), in accordance with the provisions of the Navy, Army and Air Force Reserves Act, 1954.

### The Royal Dockyards

The record of loyalty and reliability of the Royal Dockyards in peace and

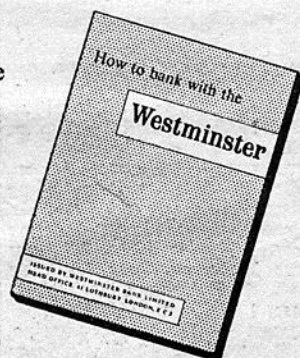
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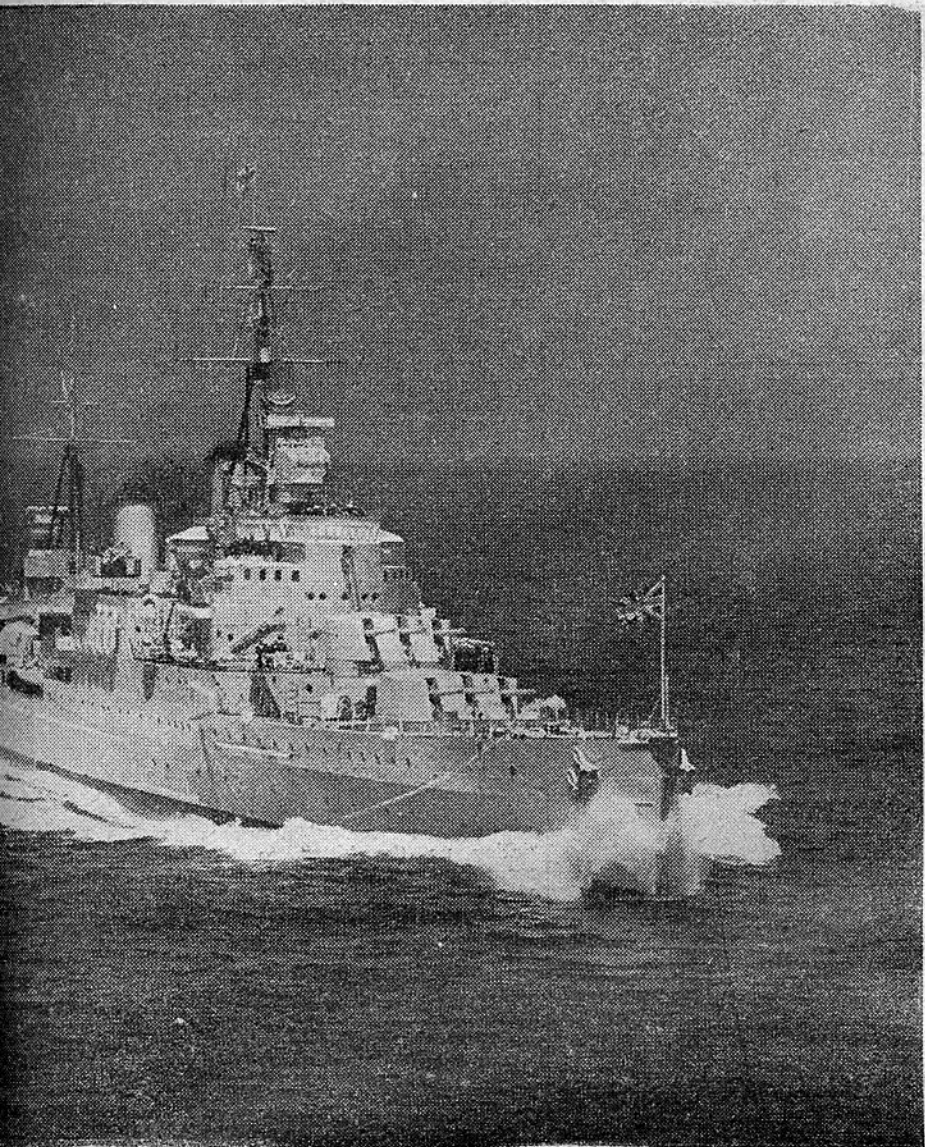
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Mediterranean Fleets during exercises

## Drafting and Organisation of the Royal Navy

- (iii) A system of preference drafting for Home Service is to be introduced. It will not always be possible to meet a rating's personal wishes on every occasion, as there are not enough Naval jobs in every man's home area, but records will be maintained to ensure that each individual has a fair share of drafts to his own preferred area.
- (iv) Centralised advancement rosters will mean that all men in the same category throughout the Navy will have the same promotion prospects. In the past, inequalities between one port division and another have existed. For example, advancement prospects for a Leading Seaman at Devonport may not have been so good as those of a man in a similar category at Portsmouth, since both could only be promoted into vacancies occurring in ships and bases of their own manning port.

From the drafting point of view, also, a Chief Petty Officer Writer at Chatham may have become due for an overseas commission more quickly than his counterpart at Portsmouth because of different numbers on their particular roster at each port.

Another difficulty has been that a rating with his home in, say, the Midlands, could only be sent to a Naval shore establishment near by if it happened to be manned by his own port division.

Thus the new organisation will suit better the modern Navy for which a larger number of men are recruited well away from the port areas. The Admiralty also hope that the new centralised drafting authority will result in ratings having longer warning of pending drafts and eliminate or considerably reduce "waiting time" in barracks between drafts. To maintain the personal touch with ratings, a representative of the centralised drafting authority will be appointed to each of the Barracks, while the existing family welfare arrangements will be maintained.

The new drafting system brings General Service ratings into line with Fleet Air Arm, Submarine and W.R.N.S. ratings, and also Royal Marines for whom centralised drafting arrangements already operate.

better premises for apprentice training, better working conditions in the shops and better shore amenities for the crews of ships refitting.

### Managerial Efficiency

Because the task of the Royal Dockyards is becoming so complex, efficient management is more important than ever. One way of attacking this problem is to strengthen managerial staffs at the professional level. Another is to introduce newly developed industrial techniques. Training courses in management and yard techniques have been started for professional and technical officers at all levels. This scheme is still new, but in time all dockyard officers should be fully trained in the latest methods. Improved managerial efficiency will lead to better planning of work as well as more effective and attractive incentive schemes. Both of these can only be achieved gradually and, in the meantime, it will be necessary in 1956-7 to work more overtime in the home dockyards than in recent years.

### Recruitment

To meet our professional and technical needs in competition with outside industries, a student apprentice scheme is being introduced during 1956-57 to augment our existing craft apprentice scheme. The students will be given a technical education at least as good as any in this country. They will provide the main source of dockyard technical officers. Some of the highest civilian professional posts in the Admiralty service will be open to the best students. The craft apprentice of merit will have an opportunity to transfer to the student class and, if he misses this opportunity, will still have his chance of employment as draughtsman or technical officer after completing his indentures.

At the same time a new entry into the Royal Corps of Naval Constructors is also to be introduced to provide an additional source of professional officers from those leaving school at 18½ to 19½ years of age.

### The Future

The aim of the Royal Dockyards will continue to be to meet the requirements of the Royal Navy efficiently and economically. The Admiralty will do all that is possible to make a career in dockyard service attractive alike to workpeople and to technical and professional staffs.

### Works

#### The Works Programme for 1956-7

At £22,690,000 the gross sum provided under Votes 10 and 15 stands at £1,730,000 above the corresponding provision made in the current financial year. The main features of the programme are still the provision of living accommodation, including married quarters, and the modernisation of the Royal Dockyards.

There will continue to be expenditure on buildings for new types of weapons and equipment, and to provide better deployment or protection for stores generally. Expenditure under Vote 8 III B on machinery for shore establishments will continue at nearly the same level as in the current year.

#### Living Accommodation

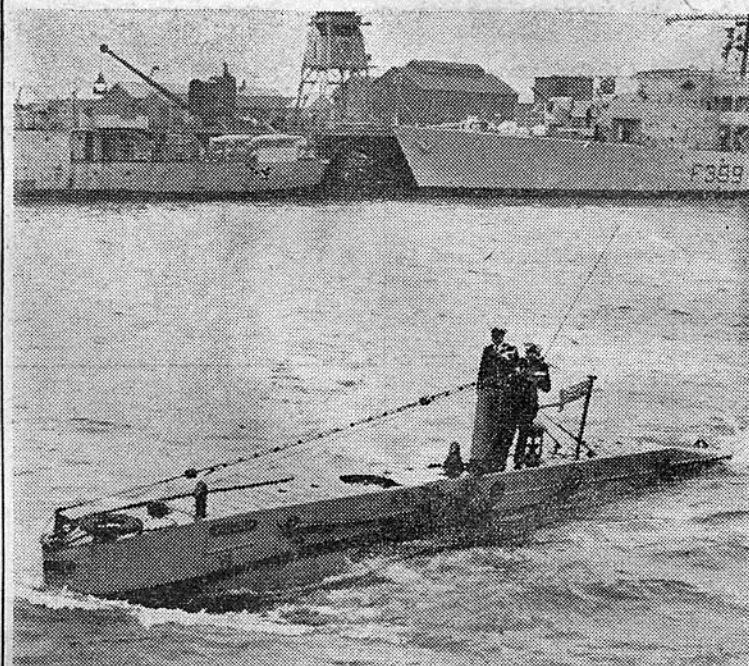
The building of naval married quarters under Vote 10 and Vote 15 is continuing at an increasing pace, and it is expected that some 930 quarters will be completed in 1956-57, compared with 635 this year. Nearly all the £2,500,000 provided in the Estimates under Vote 15 will be spent on schemes already in hand, although there is provision also for starting a smaller number of entirely new quarters.

At the same time, a new emphasis is being placed on single living accommodation. Most of this is either in the traditional barracks, and consequently old and out-of-date, or in temporary war-time buildings, now below standard and expensive to maintain. Officers and ratings of the Fleet unavoidably have to serve under austere conditions when afloat and they have all the better claim to good living conditions when serving ashore.

We already have work in hand to the value of some £6,300,000; the value of new works to be started in 1956-57 will be about £1,750,000 compared with £670,000 in the current year; and actual expenditure will be about £1,400,000 compared with £1,200,000 in the current year.

### Training and Combined Exercises

During 1955 the Royal Navy took part in some fifty exercises, mostly with N.A.T.O. co-operation. These exercises were designed not only to cover all aspects of war at sea, but also to test the defence of our harbours and Fleet bases against air,



X51 H.M.S. Stickleback, Miniature Submarine

surface and sub-surface attack, by both conventional and thermo-nuclear weapons, and our organisation for the control of merchant shipping in war.

The principal N.A.T.O. exercise, sponsored by the three major commands within N.A.T.O. was held in September and October. An outstanding exercise for the Fleet Air Arm was "Sea Enterprise," in which a powerful British force composed of four aircraft carriers, supported by one carrier from the Royal Canadian Navy, took part. The areas covered by these exercises ranged from the North Sea to the Mediterranean, and ships and aircraft of all N.A.T.O. countries were engaged.

A successful exercise was held in July with the Yugoslav Navy, and exercises and shore training were also carried out with ships of the Indian Navy when they visited the Mediterranean during last summer.

Joint shore training with N.A.T.O. countries was conducted at the Joint Anti-Submarine School at Londonderry.

On the East Indies Station exercises were held, in collaboration with the R.A.F., between H.M. Ships and ships of the Indian, Royal Pakistan and Royal Ceylon Navies.

On the South Atlantic Station, South African, French and United Kingdom warships and aircraft joined for exercises off Durban in June.

On the Far East Station a large scale Fleet exercise took place in June, and in addition to the Far East Fleet, ships of the Royal Australian Navy and Royal New Zealand Navy took part. Air Forces in this exercise included the R.A.F. and the Royal Australian Air Force.

Under arrangements made with the Canadian Naval Board a squadron of three submarines of the Royal Navy is based at Halifax, Nova Scotia, for anti-submarine training of ships of the Royal Canadian Navy, and of the Canadian Maritime Air Force. Another submarine squadron is based at Sydney, New South Wales, under similar arrangements with the Australian Commonwealth Naval Board.

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## Calendar

### CALENDAR

**Barnes & Mortlake Branch**  
March 23.—Dance. White Hart Hotel, Barnes.

**Portsmouth**  
March 30.—"Any Questions." B.B.C. Broadcast.

**Havant**  
June 24.—R.A.N. Hastings and St. Leonards Branch Standard Dedication.

October 6.—R.N.A. Annual Reunion in London.

November 3.—Havant Branch Annual Dinner.

**Lewisham**  
May 6.—Annual Church Parade Service.

**Canterbury**  
April 22.—Jutland Rally at Canterbury.

**Dorking**  
March 17.—Second Annual Dinner at Star and Garter Hotel.

### VENUES

**Barnes & Mortlake**  
White Hart Hotel, Barnes, Mondays, 8 p.m.

**Dartford**  
Rose & Crown, West Hill, Dartford. Branch meeting, 3rd Thursday in each month. 1st and 5th Thursdays, social evenings.

**Canterbury**  
The Cricketers, St. Peters Street, Canterbury.

## In Memoriam

Shipmate Jim Morris, late Social Secretary, Cheam and Worcester Park Branch. Died February 14, 1956.

## YEOVIL

FOLLOWING THE success of a similar event a year ago, the Branch held its annual dinner at the Somerset Hotel, East Coker, near Yeovil, on Friday, January 20, 1956. Fifty-three Shipmates and their guests attended, and it was extremely gratifying to see so many ladies present, as their interest can do much for the success of the Branch in all its activities.

The absence of our Chairman, Rear-Admiral G. B. Warren, R.N. (Rtd.), C.B., who had recently undergone an operation, was regretted by all, and his speedy recovery to full health and activity was the expressed wish of all.

Capt. J. B. Heath, R.N. (Rtd.), O.B.E., our Vice-Chairman, stepped into the breach and presided for the occasion. Our host provided an excellent repast which was thoroughly appreciated, and being followed by suitable entertainment, music and dancing, an enjoyable evening was had by all.

Capt. Heath, in a short speech following the toasts, welcomed our guests and reviewed the activities of the past year, during which a number of new members have been enrolled and several successful social events organised.

Capt. Heath made the point that personal contact was the best means of introducing new members and interesting them in the Association and its work, quite a number of the older ex-naval personnel being unaware of the existence of the Association or the Branch in Yeovil, especially those residing in the surrounding villages.

The Branch regrets the resignation of one of our vice-chairmen, Cdr. F. W. N. Bassett, R.N., and expressed appreciation for his past services and interest in the affairs of the Branch. We heartily welcome his successor, Capt. G. F. Marks, R.N.



# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen



Hayling Island Branch Dinner, February, 1956

[Photo: Peter G. Graham. Hove]

## HAYLING ISLAND

APPROXIMATELY forty sat down to a very enjoyable meal cooked and prepared by Shipmate Plunkett, a member of the Hayling Branch.

Before the meal the Chairman, Shipmate Denton, asked all present to be upstanding to observe one minute's silence for absent shipmates, special thought being given to Shipmate A. Gutsell, who was seriously ill in St. Mary's Hospital, Portsmouth.

After dinner was completed the following toasts were observed:—  
The Loyal Toast was presented by our Vice-President, Capt. Pyatt.

This was followed by the Visitors, proposed by Shipmate Boniface, who made the visitors welcome and hoped this was the forerunner of many to come.

This was responded to by Shipmate Bright, No. 3 area secretary, who coupled with this the Association; he spoke of his association with this Branch in its dark days of nearly closing down, and praised the Secretary, Shipmate Jones, for his hard work in keeping the Branch alive, and he was glad to see the Branch was making up lost ground and going ahead, and hoped it would continue to do so.

This was followed by the Ladies, proposed by Shipmate Jones, who said they were a very great necessity to the Branch in their social work.

This was responded to by Dame Mary Lloyd, D.B.E., who thanked the members for having them with us on this memorable evening, and hoped in the near future to do more to help the Branch.

On conclusion of the toasts the floor was cleared for dancing and entertainment.

## MANCHESTER

WE SEEM to have lost contact with each other since the "Look Out" paid off, but our branch members have become really interested in the NAVY NEWS, and ask me to pass their good wishes to Shipmates everywhere.

The Branch more than held its own last year, and in a recruiting effort held socials in various parts of the city, and the success of these was due to the efforts of Shipmate Judson and his committee. No wonder there was no opposition to him as Social Chairman at the A.G.M.

At this meeting, there was some close voting, and the results for offices were as follows: Chairman, S. Weidling; Vice-Chairman, L. Willcock; Honorary Secretary, A. Harper; Honorary Treasurer, W. J. Rogers; Assistant Honorary Secretary, T. Lambert; Social Chairman, A. Judson; Social Honorary Secretary, R. C. Harpe; and Standard Bearer, J. Dunn, and that grand worker, Shipmate E. Woolf, a member of both the General and Social Committees.

Towards the latter end of the year No. 10 Area elected our nominee, Shipmate W. J. Rogers, as Area Representative to the National Council, and in him I know that they have someone who will have the Area and R.N.A. in general at heart.

During the year wedding bells were rung for Shipmates Clough and Houghton.

In October we helped in the launching of our chummy ship Wythen-shawe, and with good handling she will have a long and highly successful commission. May I be allowed to thank Headquarters' staff for the quick and efficient manner in which they worked to get this branch into commission.

Our Dinner on February 13 was a house full and a real good do, amongst our guests being Capt. Harvey, R.N., O.C., R.N.A.S. Stretton, Major Canon W. S. Robinson, M.B.E., M.A., and the Chief Fire Officer of Manchester, Lieut.-Cdr. K. N. Hoare, R.N. (Rtd.), who was enrolled as a member during the evening. The Welsh International winger, Roy Clarke, was also with us and became a member.

During the evening the Branch presented me with a chiming clock for my work as Honorary Secretary for the last eight years, and to all members I give my sincere thanks.

We are now looking forward to April 23, when in conjunction with The White Ensign Association, and The Royal Marines Association, we are holding a Hot Pot and Social in the Piccadilly Hotel, Manchester.

Any Shipmates in the Manchester area who would care to come along should contact me for tickets, price 6s. 6d.

In conclusion we give our sincere thanks to the R.N.B.T. for the very great help given to Manchester Shipmates in the past year.

All for now, so Cheerio, Everybody.  
A. HARPER,  
Hon. Sec.

## FAREHAM

I THINK the severe weather must have kept a lot of our Shipmates fire-watching at our last monthly meeting. However, those of us who did manage to brave the elements had a very chummy fireside meeting. It was decided to arrange to have some copies of the NAVY NEWS sent every month to our Branch, so Shipmates, if any of you haven't been able to obtain a copy of this very interesting and informative paper, now is the chance to make sure that you are not disappointed again. I am sure that this monthly news brings the R.N.A. branches must closer together, and at the same time keeps shipmates who can't always attend Branch meetings informed as to what is happening in his own "Ship." It seems funny planning for the summer while you have been nearly freezing; however, our Social Secretary, Shipmate Mengel, is, I believe, going to see that we won't be lacking in the way of entertainment. We have had quite a lot of invitations from R.N.A. branches from near and far, and it is hoped that we will be able to arrange some very pleasant trips in the near future, so if you don't want to miss the "Pleasure Boat" don't forget to attend the meetings to see what is in the offing. Sorry to say that some of our Shipmates have been on the sick list for some time now, and I am sure that we all wish them a very speedy recovery.

We in the Fareham Branch send fraternal greetings to all branches and Shipmates everywhere, and do sincerely hope to be seeing some of you during the summer months, when we can call "alongside" with a coachload of thirsty Shipmates, and have the usual convivial evening.

S. W. SMITH.

## No. 8 AREA

THIS AREA, although it covers a fair portion of the land area of the British Isles, has, until recently, seemed to have an apathy towards anything that savours of "Pusser's." During the past twelve months, however, we have endeavoured to spread the gospel of the R.N.A. to such an extent that our membership has more than doubled, as likewise has the number of branches during the past three years. Of the seventeen branches in the Area there are, at present, only three that are still having a terrific struggle to

keep going. Strange as it may seem these branches are not clustered together but are on the boundaries of the Area.

One branch that had been in "slack water" for a couple of years had now gone ahead and rented premises for a club. They were very lucky in dropping on this job as it was already decorated in naval fashion. Since they took over command the decorations have vastly improved and it is a common event now for one or other of the Shipmates to come along with a treasured photograph, cap tally, or souvenir to add to the display around the walls. It is hoped that the club will soon be officially opened by some "top brass" in the very near future.

Amongst the "go-ahead" branches is one that has now an annual fixture of a Garden Fete. This is held on Whit-Monday and is fast becoming one of the attractions for the Bank Holiday. A neighbouring branch, which was, incidentally, started by them, joins forces and they put on a cracking show.

Another branch, in existence for less than eighteen months, has something on every week and are "raising the wind" by every means possible in their endeavour to own a club of their own. This branch has twice done the "donkey work" in putting on the Area Reunion. The last time, a fortnight ago, the weather-clerk was against us, so that many complained of frostbite!

A little birdie whispered to me that one of the "senior" branches is "piling up the kitty" so that it can, this year, put on the grand-daddy of all Standard Dedications. (I think I shall have to be at this parade as I, touch wood, have never yet been on a parade that was marred by rain at the actual time of the parade!)

Two years ago two of our branches were finding themselves in the doldrums so that they held a joint meeting and agreed that the best thing for them to do was to amalgamate. This was done and from that day they have never looked back.

On an average two new branches are commissioned each year, but we think this number will be far exceeded in the present year, as there have been several tentative enquiries about forming branches, and these are being followed up.

Keeping a close liaison between the branches and Headquarters, the Area Council meet, in Birmingham, once a month. At one time we used to travel around the branches each in turn, and it is quite possible that this method may, in part, be adopted again. By meeting frequently we find that, naturally, more work can be done, and that branches can be kept more up to date with all that is going on. This means that the motto of the R.N.A. is more adhered to than people seem to realise.

To all serving personnel when on leave, and those who are about to "finish their time in the Service," we in the Midlands extend to you a hearty welcome, and ask that you will get in touch with the local secretary of the R.N.A. in your home town. The Welfare Officer of your ship or depot should be able to supply you with the address of the secretary. We don't offer you the moon in an inducement to join, but we do offer you comradeship and, above all, assistance when it is required. The welfare side of the R.N.A. is, like the Navy, the Silent Service. All the work that is done, voluntarily, for the assistance of shipmates not so fortunate as we are, would fill volumes if it was written down, and it is a true saying, proved time and again, that "Many can help one."

L. H. CHURCHMAN,  
Area Secretary.

## HORLEY

THE ANNUAL meeting of the Horley branch of the Royal Naval Association was held at the White Swan on Saturday. After the Loyal toast, there was a minute's silence for members of the Association who, during the past twelve months, had "slipped their cables," absent friends and "Those in peril." The Chairman (Mr. F. Hoare) said another successful year had passed, and the branch's position was satisfactory. All outings and dances were well attended and were enjoyed. He would like to see more of the younger members become officers of the branch to relieve some of the older members, who had held office since the inauguration six years ago. He also said he would be giving up his office as standard bearer as he felt he was not able to carry on this most important post, for health reasons.

The Hon. Secretary (Mr. R. T. Giles) said that the branch was six years old the previous day, and during that time much had been done of which the branch could feel justly proud. They must not rest on their

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laurels, but must be forever looking forward, and striving to reach the ideals of the R.N.A., unity, loyalty, patriotism and comradeship. They had lost their first President, Eng. Capt. E. C. Smith, O.B.E., R.N. (Rtd.), who "slipped his cable" in March, the funeral being attended by five members representing the branch, with standard. Mr. C. Brown had left the U.K. to reside in South Africa, and their best wishes went with him. Mr. J. Longmire and Mr. R. Bowles, both still seafaring, had visited them during the year. Mr. Giles also welcomed Mr. R. Hoare, who had returned from Hong Kong. Several members had been unwell during the year, but the branch had been in a position to help them a little, as finances were better now than they had ever been. There had been outings to Portsmouth for Navy Day on Easter Sunday, to Wembley to see "Aladdin on Ice" and to London for the Royal Tournament. The standard was carried at the Jutland Rally at Chatham in May, the Portslade dedication in September, the Battle of Britain Sunday in September, the annual Cenotaph parade and reunion in London on October 8, the Trafalgar Day Parade on October 23 and the annual Remembrance Day parade. Plans for 1956 are: Portsmouth for Navy Day on Easter Sunday, the Royal Tournament, Jutland Rally at Chatham, a trip to Brighton R.N.A. Club, and the annual London reunion.

#### Satisfactory Report

The Treasurer gave a satisfactory report. Since inauguration, he said, the branch had handled over £2,000, much of which had been given to charities. Just over £400 had been dealt with during the year just closed and at December 31 they had £61 in the bank.

Election of officers: Chairman, Mr. J. Hoare; Vice-Chairman, Mr. R. F. Hoare; Secretary, Mr. R. T. Giles; Treasurer, Mr. F. C. Davey; committee, Messrs. M. Mays, G. Mays, W. Daniels, A. White, J. F. Short, F. Clarke and A. Collins; standard bearer, Mr. F. Davey; deputy standard bearer, Mr. J. F. Short; escorts, Mr. A. White and Mr. M. Mays; Area and Conference delegate, Mr. R. T. Giles. It was decided to change committee meeting nights from Fridays to the first Saturday in each month. The meeting closed with a vote of thanks to the ladies who had helped in various ways during the year, also to all officers of the branch. A letter was read from the President of the branch, Engr. Cdr. J. W. Phillips, R.N. (Rtd.), regretting inability to be present and wishing the members a successful meeting. A social followed the business meeting.

#### LEWES

SHIPMATE A. Blaber, a founder member of the Lewes Branch, died suddenly on Tuesday, January 31, aged 52.

Alf Blaber had been chairman for the past eight years and had proved to be very popular, in fact he was the life and soul of Lewes Branch and well known in this area for his impromptu turns and comic songs. He joined the R.M. in 1920 and served until 1945; he leaves a widow and one son.

We laid our good friend to rest on Saturday, February 4. Our Chaplain, the Rev. W. P. Webb, performed the last rites at the cemetery. Our standard and many members attending; there were over fifty wreaths. May he be granted Safe Anchorage.

#### SHERBORNE

THE PRESIDENT, Rear-Admiral C. H. Fox, C.B. (Rtd.), occupied the chair at the fourth Annual General Meeting held at Woolmington Hotel.

Apologies were received from Lieut. (E) S. Stretton, R.N.R., Cdr. F. J. Russell, Doctor Watson-Rogers, Surgeon Rear-Admiral B. Pickering, Mr. P. Stretton, Mr. C. M. Lidden.

The Hon. Secretary's report expressed gratification at having their President with them again and improving in health.

He was happy to tell the meeting that Cdr. Russell and Mr. P. Stretton were both much better.

He was afraid that Lieut. S. Stretton would ask to be relieved of the Chairmanship because of heavier business responsibilities.

Very successful dances had been organised.

Quite a lot of welfare and benevolent work had been done through the co-operation and assistance of The Royal Naval Benevolent Trust Fund and British Sailors' Society.

The usual distribution of Christmas presents to children of members had been successfully carried out by a

small committee. The wives of members helped materially with this as they also did in the organisation of the dances.

A delegate from the Branch attended the National Conference, which was held at Durham University during July. Two decisions of Conference were of immediate interest. One was the cessation of publication of "The Lookout," to be substituted by an interest in NAVY NEWS, with whom the Association had come to an arrangement that a certain amount of space would be allotted them, particularly for Branch reports. The other was the initiating of an Insurance Scheme which would cover members against accident, for which they were not otherwise covered.

#### National Rally

The Branch was represented at the National Rally at Horse Guards Parade and Service at Cenotaph in October, a contingent attended the Reunion at Festival Hall same evening and their Standard Bearer took part in the Competition for Standard Bearers.

The Hon. Treasurer's report showed that at end of last year, 1954, there were fifty-eight members. That figure went up to sixty-two during 1955, but the number on roll at end of 1955 was again fifty-eight, not because of "draft-chits" but having to follow their employment to other districts.

He explained that under Royal Charter, accounts now had to be audited by a firm of chartered accountants. That task was not yet completed but he presented a statement of accounts which showed that the financial state of Branch was very satisfactory.

He congratulated the Hon. Collector and the members for their evident interest in the working of the Branch. He thought that, because of the long lapse of time between the purchase of tickets and the Reunion at Festival Hall in October, an effort should be made to come to some agreement with Finance Committee of National Council in order to safeguard branches against excessive problematical expenditure.

The Revd. Wm. Carroll (Abbey Curate), Hon. Chaplain, said it gave him great pleasure to attend the meetings. He was proud to be associated with the Branch. The manner in which the business was carried out deserved commendation.

Proposing the adoption of reports, he congratulated Branch Committee and stressed the attention paid to their work by the Hon. Treasurer and Hon. Secretary. He said the manner in which the statement of accounts was prepared and presented was worthy of note.

The election of officers resulted as follows: President, Rear-Admiral C. H. Fox, C.B.; Chairman, Mr. D. W. Attfield; Vice-Chairman, Mr. F. J. Foot; Committee, Messrs. I. L. Muspratt, J. A. Pearce, K. Howard, W. Mitchell, E. Evans, Danl. Holder, W. G. Batten, H. C. Bown, D. Murphy; Hon. Collector, Mr. J. J. Mullin; Hon. Treasurer, Mr. R. C. Kimberley; Standard Bearer, Mr. F. J. Foot; Escort, Messrs. E. Evans and J. A. Pearce; Hon. Secretary, Mr. J. P. Aherne.

#### PORTSMOUTH

WITH 1956 well into its stride and our newly-elected officers settling down, the Pompey Branch is once again back to normal.

At our Annual General Meeting there were some major changes both in Association and Club officers, as some had been in office for over seven years; they felt due for a rest, for which we cannot blame them. The main changes in officers were as follows: Shipmate L. Bray, Chairman, who takes over from Shipmate J. Bright, who has been in the chair for over seven years. Shipmate W. W. Knight, D.S.M., Club Treasurer, in place of Shipmate E. H. Cook, seven and a half years in office, and Shipmate A. Dolan in place of Shipmate J. Green, six years in office; incidentally for the record, Shipmate Green informs me that during his six years, he dealt with 5,544 subs. which included 1,956 new members.

We were honoured with the presence of the Commodore of the Royal Naval Barracks, Commodore W. Y. Thompson, R.N., at our General Meeting on Wednesday, February 15; the Commodore kindly consented to become our Patron. In reply to our President, Capt. G. S. Colville, C.B.E., R.N., who made a speech of welcome, the Commodore told us how much he looked forward to his stay in Portsmouth—"I ask you, what gunnery officer would not be happy serving so close to the Gunnery School of the world" (all rude answers to me c/o Headquarters, Pitt Street).

Quite a number of functions have

### NAVY NEWS FEBRUARY ISSUE

**DUE TO the dispute in the printing trades the February issue of NAVY NEWS was considerably delayed. The numbers of letters received from readers, literally hundreds, asking for their copy, showed how they missed the paper, and we would have liked to answer each writer individually but this would be an impossible task. Those who did write are asked to accept this intimation of our regret.**

already been arranged for the year, ranging from our own social functions to visits to other Branches, etc. May I ask you at this point, Shipmates, that whenever possible if you intend visiting Pompey, please let our Branch Secretary, Shipmate H. Pratt, know in good time, so that we may be able to lay something on for you at our Headquarters.

#### "Any Questions"

On Good Friday, March 30, the B.B.C. are broadcasting the programme "Any Questions" from our Headquarters. It was through the efforts of our Vice-President, Shipmate Lieut. S. S. Noble, R.N., that this broadcast has been arranged. We are hoping that our Shipmates will justify this broadcast by putting up some really good questions.

At the present time our members are engaged in something which may seem out of the usual for the "Mate-lot." We are holding a flower show during the second half of March. Once again it was our Vice-President who thought up the idea and had us purchasing the bulbs last September. Now the great question among members is how to advance or retard growth to get the best results. Naturally it is the organizer who is kept busy answering these questions.

Well, Shipmates everywhere, best wishes from all at Pompey and hoping that some of you may find time to visit us during the coming year.

BOB PEARNS, Scribe.

#### HAVANT

FUTURE SOCIAL activities and coach trips were the main items discussed at the Havant branch meeting on February 7.

The meeting was, however, not wholly concerned with future events as the agenda sheets given to all present included a list of some of the outstanding Service anniversaries during February's of the present century.

They seem to consider their Branch Annual Dinner a very important event and have already decided that this is to be held on November 3 this year.

The widow of a local Serviceman called on the Branch for assistance: she was advised on correct procedure in applying to the R.N.B.T. She has also been assisted and advised by them concerning her widow's pension.

#### CHEAM & WORCESTER PARK

Greetings all Shipmates.—This time I have to open on a sad note to announce the sudden and untimely passing of our late Social Secretary, Shipmate Jim Morris. Jim was a very old member of our Branch, although he died a comparatively young man. He was a sick man for fourteen months, but such was his bearing that we never suspected just how ill he was. He gave up his duties as Social Secretary only when ill-health forced it upon him.

We have not started our current year very well, we have had two shipmates pass away and a number on the sick list.

We have paid visits to other Branches and enjoyed social evenings. Our social life is becoming hectic—we have had to turn down engagements.

#### Successful Dances

Our January Dance was a great success and also our Ladies' Dance, the proceeds went to the widow of one of our shipmates.

February's Dance was another great success, once again the proceeds going to the widow of our late Social Secretary.

I hope to be able to report on our Anniversary Dinner in a later issue, this being our big social event of the year, and perhaps a picture to go with it.

My copy of NAVY NEWS goes far afield after reading, it goes out to an ex-Naval man at Bathurst, West Africa; this idea could spread, shipmates, and find its way to all corners of the world.

CORDITE.

#### BOGNOR REGIS

AN ACTIVE year with membership remaining steady, was reported by Cdr. H. West, D.S.C. and Bar, R.N. (Retd.), the President of the Branch, at the Annual General Meeting on January 30, 1956, held at our Headquarters, The Orlando, High Street. The high-light of the past year was without doubt our Branch Outing, when we visited four other Branches as well as attending the service of dedication of the new standard of the Portslade and Southwick Branch, a very busy but thoroughly enjoyable day. It was gratifying to note that during the past year several new young members had joined the Branch, because I feel sure it is essential for the future well-being of the R.N.A. that new young members are attracted to join the Association, and with the help of the NAVY NEWS and its wide circulation I think we shall gain very appreciably in this respect. The election of officers resulted in Cdr. West being unanimously returned to office as President, Mr. Mark Simmons being appointed our new Chairman, and Mr. E. A. Gooding re-appointed Hon. Secretary/Treasurer.

#### DARTFORD

HELLO SHIPMATES. Here's Dartford calling again (if you can find room, kind Editor) to let you know we have made a couple of changes, viz., chairman and meeting dates.

This occurred at our A.G.M. held on Thursday, February 2, at which we had a good proportion of our somewhat small membership present. (At any rate we did have more than enough to fill all offices.)

Shipmate Perkins, our Chairman for the past few years, did not seek re-election, as living and working in London he felt he could not do full justice to the office. He was accorded a very sincere vote of thanks for his good work over many years, with which was coupled his good lady—Mrs. Perkins.

#### Election of Officers

Shipmates Page and Waterman, Hon. Treasurer and Secretary respectively, both gave us good and optimistic reports of the past year's progress, as did also Shipmate Hubbard, Vice-Chairman and Social Secretary. Shipmate Collier, a Vice-President, thanking all the officers and committee, specially mentioned the good work put in by the ladies, particularly on the social and welfare side.

The election of officers produced few changes. Shipmate Hubbard is now Chairman and also Social Secretary; Shipmate Conyard, Vice-Chairman and Branch Standard Bearer; Shipmates Page and Waterman, Hon. Treasurer and Hon. Secretary. Lieut. J. Waterman retains his job as No. 2 Area Representative as well. Additions to the Branch Executive Committee are Shipmates Boxer and Perkins, whilst Mesdames Basset, Conyard, Teasdale, Page and Shipmates Eade and Teasdale were elected to the Social Committee.

After a lengthy discussion it was decided to hold the monthly Branch Meetings on the third Thursday of each month instead of the first, as heretofore. The first and fifth Thursdays will be social evenings. Venue will remain as now, "Rose and Crown," West Hill, Dartford, where mine Host and Hostess, Mr. and Mrs.

Prosser, like ourselves will extend a hearty welcome to all shipmates.

Well, this is all for now, as with fraternal greetings to all shipmates and Branches everywhere, here's Dartford saying *au revoir*.

TOM COLLIER.

#### CANTERBURY

WE HAVE paid off, in other words, our commission has ended, for after nineteen and a half years at the Dolphin we now commission another ship; we shall now be supporting one of our shipmates, who is Mine Host of "The Cricketers," Shipmate Dennis Moat, so, as from our first meeting in March, our Headquarters will be "The Cricketers," St. Peters Street. Having been founded at the Dolphin on September 27, 1936, this has been our Mess throughout all those years, happy memories, not only for our own Branch, but also for the many chummy ships that have dropped anchor alongside. We wonder if nineteen and a half years in one Headquarters constitutes a record within the Association. Canterbury Branch hope to hear from other Branches on this matter, or maybe Headquarters could enlighten us.

Regret to report the passing of two shipmates within a few days of one another, Shipmates C. Scott and G. Webb. Floral tributes were sent and as many members as possible with Standard attended the funeral of each.

Since our last report, a children's party has taken place; about thirty children sat down to tea, followed by an entertainment, all enjoyed themselves.

Final details for Rally in April are now completed. Although there seems to be some misunderstanding among some Branches within the Area that this Rally supersedes the Jutland Rally at Chatham, that is not so; it is not the intention of Canterbury to stage the Jutland Rally. This in future years, we hope, will still be staged by our chummy ship Chatham, and as we have always done in past years, we shall be cruising along. So raise steam, shipmates, and cruise along to Canterbury on Sunday, April 22.

G. TOMKIN.

#### ROSYTH & WEST FIFE

THE ANNUAL General Meeting was held on Monday, February 13, at which the Branch had unanimously decided to honour our Founder Members, Comdr. Wemyss and Comdr. Stallybrass in electing them to President and Vice-President of the Branch. The Chairman, Mr. A. G. Hawser; Secretary, Mr. C. S. Pilcher; Treasurer, Mr. P. Roche were re-elected to office.

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## R.N.A.S. ABBOTSINCH

AS TO those who have not done their spell up here, Abbotsinch and its purpose are shrouded in mystery (amongst other things), it was thought fairly fit to outline what happens in and around this outpost, mention of which, it has been heard, is liable to produce a quick intake of breath and other stimulants amongst those expecting a move.

First, situation: this Air Station must be amongst the nearest (if not actually the nearest) to a city centre, lying, as it does, in the outskirts of Paisley. No sooner has one broken into a gallop (in obedience to the speed derestriction sign, leaving Paisley Renfrew-wards) than the Main Gate is sighted.

This fact has its advantages and disadvantages.

All the big-city attractions are there—the shops, cinemas, dance-halls, libraries, art galleries, evening-classes, etc. (it is the ideal place, incidentally for those seeking extra educational facilities). Further, a slightly more expensive run by bus, tram or train brings the bright lights of Glasgow within reach too, though on Sundays these are somewhat misleading. We can even run to a haircut with a tomahawk for those who like something a little different. This should have anyone in stitches; it is only a question of searching for the wrong places.

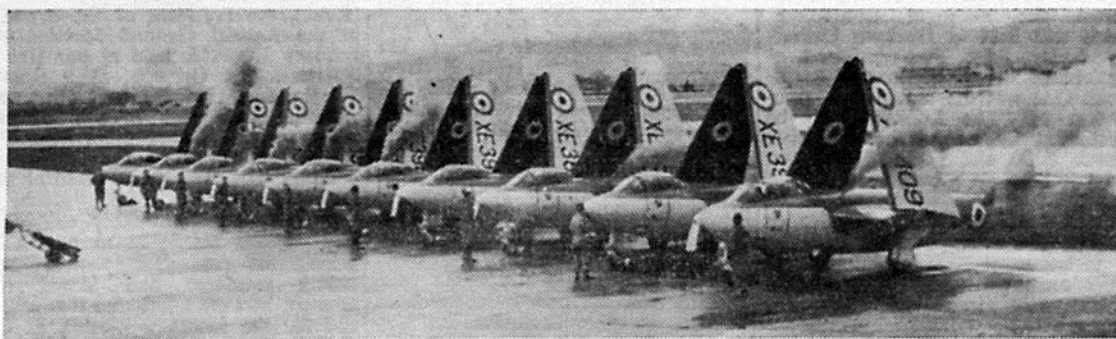
On the other hand, in spite of all the advice freely offered to our Meteorological Department, it must be admitted that there is an occasional shower here and that we do have a fog-smog from time to time. Quite recently, in fact, our A.T.C. was slightly puzzled by the arrival, in bad visibility of a swollen-looking Sea Hawk which turned out to be a B.E.A. Viscount looking for Renfrew Airport (2½ miles distant). It is untrue that the pilot got further instructions by inflating his dinghy and paddling over to Control. He took-off again immediately, thus avoiding "embalming" by seconds. Some instinct must have warned him to keep moving. Pity! We only needed that one for a set. A short time after this incident our own A.T.C. thought it right and proper to land four Vampires on Renfrew Airport by way of retort. It is now rumoured that a table of relative values is being thrashed out at a very high level on the lines of:

4 Vampires=1 Viscount  
8 Vampires=1 Stratocruiser . . .  
and so on.

It is necessary for us, by the way, to have one Communications' Wren and one A.T.C. Wren at Renfrew to act as a link between A.T.C.s, because of the close proximity of the two circuits.

For those who fancy rally-driving, Paisley has much to offer. Its well-thought-out wet cobbles and amusing tramlines are only a couple of the features of our "Promising Novices" Run, and those who have never jockeyed for position on the offside of a local tram on a wet Saturday, at the same time winding-down the

# COMMAND NEWS



804 Squadron line up at Abbotsinch

nearside window in order to exchange compliments with the tram-driver, have never lived. With a co-driver, you can try the "Advanced Course" in Glasgow. All things have their drawbacks, however, and the slight catch here is that as your ashen-faced insurance company catches the words "Glasgow Area" it sheds a silent tear for you and adds about 50 per cent to your premium.

We are well-situated here of course when it comes to the big Clyde launchings, the most recent, which our Captain attended, being that of "Carinthia" by H.R.H. Princess Margaret.

As regards the Station's function, one of the bigger tasks being undertaken at the moment is the preparation of 63 assorted aircraft for H.M.A.S. Melbourne. Some extremely hard work is going on to complete this commitment on schedule, but it is certain that when Melbourne sails from the Clyde we shall be able to add one more "satisfied customer" to the list. A little further back on the list, we have 804 Squadron, who collected their Sea Hawks from this Station punctually to commitment date, January 20, preparatory to forming-up at R.N.A.S. Lossiemouth. (Photo attached.)

Our most recent distinguished visitor was the Flag Officer Reserve Aircraft, Rear-Admiral J. D. N. Ham, C.B., who walked round the Station during February 14 and 15 and honoured the Wardroom by dining there. This function provided the occasion of a fine maiden speech by our new Commander, Cdr. A. W. Langridge, D.S.C. Unfortunately, around what was actually said, there has been drawn a tight security net (by Cdr. Langridge).

On January 22, we were visited by a distinguished Army party, including Lieutenant-General H. Murray, C.B.E., D.S.O., G.O.C. Scottish Command, with Mrs. Murray; Major-General R. Delacombe, C.B.E., D.S.O., G.O.C., S.W. Scotland Command, with Mrs. Delacombe, and a number of other senior Army officers. The occasion was the playing of an important Army soccer final for which the Station had provided the ground.

We are expecting our time to be fully occupied during the next few

weeks, both as regards work and the lighter side of life. We may get round to coaching Melbourne in rugby football during her visit. However, that is an item for next time—provided, of course, the results are printable.

## H.M.S. OSPREY

SINCE LAST going to press, Cdr. W. D. S. White, executive officer, Cdr. J. R. Blake, training officer, Lieut.-Cdr. K. Barrette, electrical officer, Lieut. J. T. Westlake, pay office, and Mr. J. W. Rigby, class officer, have been relieved by Cdr. R. G. H. G. Eyre, Lieut.-Cdr. A. J. R. Whitehead, Lieut.-Cdr. J. S. Aird, Lieut. R. J. R. Keverne and Mr. G. D. Delaney, respectively, whilst Lieut. H. J. Hall, late First Lieutenant of East Weare Camp, where our foreign training is done, has retired from the Service and settled down in Paignton. To those who have left us, may we wish a very successful future, and to their reliefs an enjoyable stay with us.

On Monday, February 20, we shall lose our oldest inhabitant in the person of C.P.O. W. Haines, who has been with us for over ten years. During the whole of that time, he has served on our welfare committee and has been R.N.B.T. representative for the Portland area. In these capacities he has been relieved by C.P.O. Flux. Until an injured knee brought his playing career to an end, four years ago, he was a rugby forward of repute and was a stalwart in the Osprey fifteens which were known throughout Dorset in pre-war years. In the very near future, he and Mrs. Haines and the younger three of their five boys, will be sailing to start a new life in Australia. One of the elder boys is in the Army, the other is a writer in the Navy, and both hope to transfer to the Australian Forces. We wish C.P.O. and Mrs. Haines and family a happy and successful future down under; Britain's loss will be Australia's gain.

Recently, our soccer team met with their second success of the season in the South Western Mid-Week League against the 14th Hussars. The following week the latter withdrew from the league, so we are still the wooden spoonists with only two points.

At present, five of the newly-built officers' married quarters in Weymouth are occupied; all twenty-seven will be by the end of July. In Walker Crescent, Wyke Regis, all of the hundred ratings married quarters are occupied. In the Weymouth and Portland districts there are one hundred and thirty-three ratings' and forty officers' furnished hirings, which are now available for sea-going personnel based in Portland.

## H.M.S. DRYAD

THOUGH THE ground conditions cannot be described as ideal, the Dryad cross-country course is still in full use. Friendly runs are good for training and the Dryad teams third place to H.M.S. Victory and R.A.O.C. Hilsea was followed up in the Portsmouth Command Championship when they gained fourth place after a hard run. A good effort by a small establishment.

### Rugby

Dryad's league efforts have so far suffered three postponements and sub-

## In Memoriam

R. H. Head, Cdr., D.S.C., R.N., Gosport. Died January 10, 1956.

M. J. Bayly, Chief Airman Fitter, LFX504475, R.N.A.N. Station, Abbotsinch. Died January 18, 1956.

R. J. Baker, Lieut.-Cdr., R.N., H.M.S. Centaur. Missing—presumed dead. February 16, 1956.

E. Feist, E.A.4/c, P/MX777537, H.M.S. Dolphin. Died February 17, 1956.

G. R. Lambert, Lieut., R.N., Lee-on-Solent. Died February 24, 1956.

sequent cancellations due to the weather. In the Command Cup Knockout Competition, however, the team having weathered the first round by defeating H.M.S. Mercury 14-0, now look forward optimistically to the quarter-final against the Reserve Fleet.

### Shooting

Though our aim is slightly lower than our intentions in the .303 Spring League, third place still leaves a reasonable chance of reaching the top position. The results on the .22 range are very satisfactory for in the early part of the month the team scored their seventh successive win by beating Collingwood 590 points to 580 and in so doing made a record score for Dryad this season.

### Establishment Band

Keeness as well as enthusiasm has brought the band to a creditable pitch, and judging by their last rehearsal the decision to use the band at the next full divisions is a just reward. The numbers of volunteers up to the present have been encouraging and more will be welcomed to ensure that the band is kept up to strength. Well done, all concerned.

### What's On

March 5 and 6.—H.M.S. Dryad Players present "Hands Across the Sea," by Noel Coward, and "The Cocktail Party," by T. S. Eliot.

March 13.—H.M.S. Dryad Ship's Company Dance at Kimbells Ballroom, Southsea.

## H.M.S. VERNON

THE EVENT of the month was the Annual Ball held at the Savoy Ballroom on January 31. Our M.C., C.P.O. Giles, kept the "ball" moving at a rattling pace and the high-light of the evening was the delightful exhibition of Scottish Country Dancing given by Miss Joyce Malloch and her team, which was received with tremendous applause. Our own efforts at an Eightsome proved to be fraught with danger, but no one was hurt in the mêlée. Bouquets were presented to Mrs. Grant, our Captain's wife, and to Mrs. Emerson, the Commander's wife by P.O. Sellars and L./Sea. Kensall.

Our Drama team is presenting the second half of T. S. Eliot's "Murder in the Cathedral" for the Naval Drama Festival and if certain members are to be seen mouthing and gesturing as they walk the establishment, it is not that the bend has been turned, it is just that they are getting "into character" for the fray. We are also presenting Rattigan's "Harlequinade" for internal display.

Our Rugby team still live to fight another day in the Knockout Rugby Cup. We won the first match against Dolphin by eleven points to five and drew the second against Portsmouth Squadron after leading for most of the game. Toomer kicked two fine penalty goals in the first half and after the Squadron had replied with a goal early in the second, the game became very keen. Toomer unfortunately dislocated a shoulder and so Vernon has lost its best centre for the season. Ten minutes from the end, the Squadron kicked another goal, the game became still more keen and we suffered a few bent and broken noses and a few black eyes.

The Soccer team still have an active interest in the Challenge and Charity Cups. In the former we beat Collingwood (2-1) in the semi-final and we meet Ford for the final. M.(E) Farrer represented us in the Command XI in goal.

As in all other sports the weather has curtailed the Hockey programme to only two games this year. Nevertheless the team has a good record for the season, having won 10, drawn 2 and lost 3 games, with a total of 60 goals for and 23 against, not bad!

During the week of February 13 a large scale minesweeping exercise was carried out for the benefit of the Long T.A.S. Course. Ships of the Portsmouth Squadron and the 104th and 105th Minesweeping Squadrons

took part; the weather remained fairly calm for them and despite the cold, a most valuable and instructive time was had by the Long Course Officers. We wish all members of the T.A.S. family a very happy Easter and a good leave.

## H.M.S. MERCURY

OUR NEWS of Christmas festivities is rather belated owing to the late rendering of last month's article. The usual end of term dances and children's parties went off with a swing.

Prior to the leave, we had some first class entertainment by way of the pantomime "Robin Hood," written and produced by Lieut.-Cdr. F. W. Adcock. News of the success of this production spread to a local dramatic group in Petersfield, and the producer was asked to augment a show to be presented at "Le Court" at the end of February. Some of you may know that "Le Court" is the Home for Incurables run by Group Captain Cheshire, V.C.

Further activity in the theatrical world is the forthcoming production for the R.N. Drama Festival of the one-act play by Sacha Guitry "A Villa for Sale." This time the producer is C.C.O. L. R. Tanton, who is hoping to form a permanent Amateur Dramatic Society up here, not an easy task with the drafting and other difficulties.

Mercury is now being modernised to the extent of a large new combined messing block. This follows up the new accommodation blocks.

## H.M.S. STARLING

HAVING COMPLETED a period in the Dockyard, we are now ready for our next spell of duties wherever they may take us.

Our first trip, a farewell one, is to South Devon for the last Cadet Training Course for the Squadron. After this many are the rumours and contradictions of our other commitments for the year, but one and all hope that we shall visit the Continent.

As usual when getting settled back into the "Old Routine," after leave, new faces appear, and it is sometimes difficult to think of whom they replace. One of our changes which took place on February 9 presented no such problem, since it concerned "Able Seaman" Vardy who left for "Civvy Street." It is thought by the Ship's Company that his successor will become just as renowned, but in a different way.

Sport has featured prominently during the past weeks, quite a number of teams have landed to do battle on the hockey, rugby and football pitches, and judging by the results and injuries brought back on board, we have had a fair share of the "Honours." Outstanding, of course, was our success in the Squadron cross-country race, where we won the team event although not having the individual winner.

## R.N.A.S. Lossiemouth

IT IS with deep regret that we have to report the death of Lieut. Ian G. Shirras, Royal Navy. Lieut. Shirras, who was twenty-eight, died at Aberdeen City Hospital on Wednesday, January 25.

He served at Lossiemouth when the Fighter School moved here from Culdrose and, after a short spell at Brandy with a front line squadron, returned to take command of station flight and target-towing section.

Lieut. Shirras was very well known not only on the station but also in the local area. He will be sadly missed by all who knew him.

On Monday, February 6, at a ceremony held in front of their hangars, 802 and 804 Squadrons were officially commissioned. The Squadrons were drawn up in Divisions before their aircraft and a selection of their air armament of bombs, rockets and 20 mm. ammunition was piled nearby. After an inspection by Capt. P. D. Gick a short service of dedication was conducted by the ship's chaplain, Rev. H. Levinge, Royal Navy. Following the service the squadrons were addressed by Capt. Gick on their history and future movements. He then "launched" the squadrons by breaking a bottle of champagne against the pile of rocket heads.

The Commanding Officers are: 802, Lieut.-Cdr. R. Eveleigh, Royal Navy, and 804, Lieut.-Cdr. R. V. T. B. Kettle, Royal Navy.

Officers of the two squadrons were entertained at a cocktail party in the Wardroom on the same evening.

"Fulmar" boxing team are now in strict training for the Home Air Command and Navy in Scotland Championships. At the moment we are the holders of the Bambara Trophy for boxing and a determined attempt is being made to retain the title.

## WEEKEND LEAVE FROM PORTSMOUTH

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CIRENCESTER	...	...	21/-	Friday and Saturday
GLOUCESTER	...	...	25/-	Friday and Saturday
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NEWPORT	...	...	28/6	Friday and Saturday
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All these services will take the following route for convenience of Service Personnel, R.M. Barracks, Eastney; H.M.S. Vernon; Royal Sailors' Home Club, Queen Street; R.N. Barracks, Unicorn Gate; Stanley Rd. For H.M.S. Excellent; H.M.S. Phoenix; R.A.O.C., Hilsea Barracks; Cosham Hornes; Red Lion, Fareham. For further information write, phone or call; Triumph Coaches Ltd., 3, Edinburgh Rd. Phone 70863.



A most successful dance was organized during the past month by Lieut.-Cdr. W. Smith, Royal Navy, to raise money for the Moray Sea Cadets. Number two N.A.A.F.I. was decorated to represent the quarter deck of a warship complete with gun turrets and capstan. Silhouettes of warships at anchor nearby were depicted on a black cloth covering the walls. The organisers were well rewarded by the knowledge that the dance raised some £120 for the Sea Cadets.

"Fulmar" Amateur Dramatic Society are producing "A Party for Christmas," by N. C. Hunter, for the Royal Navy Drama League. The title, though possibly not seasonal, certainly suits the Christmas weather we are having at the moment.

With three of the cast lost, due to drafting and accident ten days before the adjudication, we are pressing on in the hope that "it will be all right on the night."

## H.M.S. ST. VINCENT

MARCH FINDS us well into the second half of what has already been a term packed with events.

On February 13 St. Vincent became a temporary home for Air Cadets and Junior Seamen of the Training Squadron during the refits of H.M.S. Theseus and H.M.S. Ocean. Junior Seamen and Boys have settled down extremely well to their work, sport and meals alongside each other. The Air Cadets have impressed everyone who has seen them by their smart dress and bearing on parade.

A week before the arrival of the Training Squadron, the establishment was invaded by sixty-odd young men thirsting for battle—boxers who had arrived to compete in the Royal Navy Boys' championships. Boys from Ganges and St. Vincent, Royal Marine Boy Musicians from Deal, Junior Mechanics (E) from Raleigh, Apprentices from Figgard and Collingwood—all were represented in two days of spirited boxing.

Admiral of the Fleet, Sir George Creasy, Commander-in-Chief, Portsmouth, very kindly presented the Trophies and prizes on the final night. Among other important guests was the Flag Officer Ground Training (Rear-Admiral R. L. Fisher) and the Deputy Chief of Naval Personnel (Training) (Rear-Admiral B. Bryant).

For the first time in its history the Championship was split into two age groups—"A" group for Boys over 15 and under 16, "B" group for Boys over 16 and under 17. This new rule has been made to enable both groups of boxers to go forward, via the I.S.B.A. Championships, to the quarter-finals of the National Youth Championships.

In about as close and exciting a finish as we could ever hope to see, Ganges won the "A" group team trophy by one point from St. Vincent, and the "B" group trophy was shared between the two with equal points. Fortunately, the latter trophy is fitted with two large handles which enabled the Commander-in-Chief to present it to the leaders of both teams at the same time.

St. Vincent now has three boys representing the Royal Navy in the I.S.B.A. Boys Championships, and seven reserves. At the time of going to press the boxers are in strict training once again.

February 14 will always be a red-letter day in H.M.S. St. Vincent's calendar—it is the anniversary of Admiral Sir John Jervis' great victory off Cape St. Vincent in 1797. To mark the occasion, Admiral The Hon. Sir Guy Russell honoured the Wardroom with his company at dinner.

Unfortunately, the Boys' Cross-Country teams were unable to emulate Jervis' sea victory on shore—the Command Junior Spring Cross-Country team race was won by Collingwood (who, as Captain of Excellent, served in the battle). St. Vincent's "A" and "B" teams were second and 3rd, with the Collingwood "B" team 4th. It was a close race and the Boys ran very well.

Changes are in the wind. At the beginning of the Summer Term St. Vincent starts to train the Boys in their Specialist branches, such as Gunnery, Torpedo and Anti-Submarine and Radar Plotting.

This will mean that in future Boys will go to sea for the first time with the basic knowledge of a Specialist rating on which to superimpose sea experience. The interruptions to that progress hitherto caused by sending Ordinary and Able Seamen ashore from the Fleet for initial Specialist training will be avoided.

A further change is in store. Having been a Boy Seamen's Training Establishment since 1927, St. Vincent will welcome, on April 30, the first Electrical Boys to join the Royal Navy as such.

Our numbers at present are rather

below full strength. The advent of the Electrical Boy should eventually bring St. Vincent back to full complement—a state of affairs eagerly awaited.

## R.N.A.S. ARBROATH

### Condor Mountain Club and Rescue Unit

As the name implies, the purpose of this unit is the recovery of pilots whose aircraft have come to grief in the surrounding mountains. A lieutenant is in charge, and at the moment thirty Apprentices and one Petty Officer share the membership. Equipment consists of tents, snowshoes, stretchers, mountain clothing, etc., and there are numerous outings to the nearby glens during the weekends.

Since the term began on January 7, there have been encampments in Glen Isla, Glen Clova, and Glen Shee. Volunteer attendance is in the region of fourteen.

### Condor Ski Club

This extremely popular club has a membership of seventy. Skis and boots may be supplied on loan, but many members have and use their own equipment.

During the past month the weather has been ideal for this type of sport, and every Sunday morning a coach has left the camp bound for the mountains in the area of Glen Shee. Some of the officers and ratings are expert, but newcomers are always welcome, and the average attendance at weekends is about twenty.

### Recruiting Exhibition

At a recent recruiting drive held by the Tay Division of the R.N.V.R., a display of Air Ordnance by H.M.S. Condor was held on the upper deck of H.M.S. Cressy. This was formerly H.M.S. Unicorn, and is one of the oldest wooden ships afloat. In this picturesque setting rockets, cannon, gunsights, and bombs provided a startling contrast to the shipwrights' art. In particular, demonstrations of the Martin Baker ejection seat drew an almost continuous crowd. The exhibition was seen by over 5,000 people on two days.

### Deep Sea Rover Crew

The present strength is 20, members consisting of Apprentices and Mechanicians. Recent activities include visits to Carnoustie Rover Crew Headquarters, Auchmithie Youth Hostel, and a weekend under canvas in Glen Ogil in severe weather conditions. In the camp itself there have been keep-fit lectures and there was an excellent Burns' Night Supper. Attendance is good and many members have been Scouts in their pre-Service days.

### Glen Esk Training Scheme

For one week during each of their first six terms at H.M.S. Condor, the Aircraft Artificer Apprentices live under canvas in one of Scotland's most beautiful glens. This scheme started in June, 1952, and aims at helping the young apprentice to develop leadership and initiative. An officer is in attendance to safeguard against accidents, but the organisation and work of the class is the responsibility of the class itself.

At this time of the year the weather conditions are severe, and the first class this term was delayed for two days by impassable roads. The work consists of bridge construction, building, renovation and other work of general service to the camp. The surrounding countryside gives ample scope for nature study and climbing, and the apprentice is provided with a splendid opportunity to become fit in both mind and body.

## H.M.S. DOLPHIN

THE ANNUAL Squadron and Establishment Dance was held on Friday, January 29, at Kimball's Ballroom, Southsea. Some 700 danced to the gay rhythm of Roy Richards and his ballroom orchestra—among the many guests present were Rear-Admiral W. J. Woods, D.S.O.\* (Flag Officer, Submarines) and Mrs. Woods, and Capt. G. D. A. Gregory, D.S.O.\* (Rtd.) (Captain, H.M.S. Dolphin). During the evening a cabaret turn by the Kay Sisters of the Humpty Dumpty on Ice Company delighted the enthusiastic audience. Prizes were presented by Mrs. Woods, who was thanked by the M.C. Chief S.B., P.O. W. Terry. To the planning and arrangement of Lieut.-Cdr. Gosling and his committee thanks are due for an extremely pleasant and enjoyable evening.

The Dolphin Players have chosen "Journey's End" as their competition entry for the Command Drama Festival. Cdr. P. G. Sharp, D.S.C., has undertaken to produce the play—it is understood that Lieut.-Colonel Lasbrey, M.B.E., of the British Drama League, will adjudicate. It is the first time that Dolphin has entered the

competition, and, with the natural keenness which is to be found in the Peninsula, together with the vim and vigour of the producer, and with every sincere wish for success, "Journey's End" will be an excellent production.

The three-gun brig, H.M.S. Dolphin, built at Sheerness in 1836 from the design of Capt. Sir W. Symonds, was, apart from a brief, yet gallant and spirited appearance in the River Plate, mainly employed in the suppression of the Slave Trade off the West African coast. Of 318 tons, and a crew of sixty-five, she was a very fine sea boat that sailed like a witch. Almost all the Symondite brigs possessed this quality—a quality most necessary to pursue and overtake the flying slavers. In 1841 Dolphin's boats under the mate, Charles Murray, captured the Brazilian slaver, Firme, in the Bight of Benim. Later the slaver Dore was taken. This small vessel, as prize, under the command of Murray with a crew of two men and two boys from Dolphin, took 146 days on a voyage from Accra to Sierra Leone. The voyage normally took ten days, but such was the stress of weather that for this outstanding feat of seamanship and survival, Murray was promoted to Lieutenant.

## H.M.S. SUSSEX

SINCE WE last appeared in NAVY NEWS in November our main winter activities have come and gone, and planning has been taking place for our summer programme. We seem to have to look ever further ahead; while some events are taking place, thoughts have to be centred on others due many months in the future.

In November, Newhaven Sub Division staged a friendly whaler race against London Division, who very sportingly offered us the opportunity of avenging our defeat in the North v. South finals on the Thames in September. At Newhaven on November 20 our Newhaven crew just defeated London by about half a length after a very closely contested race. Our Wrens' crew also turned the tables on their London rivals by about two lengths. A good party was held in Newhaven Battery afterwards.

In mid-December we had our Bounty Nights, which consisted of a social get-together in the Battery at Hove and a sit-down supper and entertainment at Newhaven. Both were well-supported and were generally felt to have been a success.

Our sea-tenders, the C.M.S., H.M.S. Curzon, and S.D.B., H.M.S. Greatford, were both taken in hand for winter refits in October and we are hoping both will be ready for the usual Easter Cruise, this year to Ostend. We were required to submit to Admiral Commanding Reserves our cruise programme for 1956 in mid-December, somewhat earlier than hitherto as it is desired to co-ordinate our proposed foreign visits with those of the Home Fleet. It is also policy that in future R.N.V.R. sea-tenders shall cruise in company and this has led to a good deal of behind-the-scenes activity between Divisions to try and agree on programmes. We have settled to cruise with H.M.S. Warsash, C.M.S. of Solent Division, after the R.N.V.R. M/S Exercise at Invergordon in July, when we shall both visit Galunborg in Denmark and the Kiel Canal.

The first cruise of H.M.S. Curzon will be in June when she will visit Odense in Denmark, followed by a week at Portsmouth working with the minesweepers attached to H.M.S. Vernon. So far no other R.N.V.R. tender has been found to keep her company for this fortnight. H.M.S. Greatford will make a cruise to Portland and Calais at the end of June.

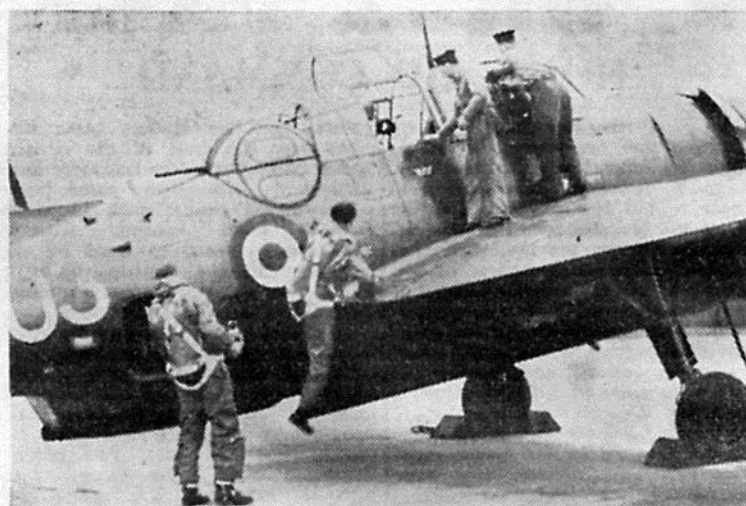
To try and provide the necessary sweep-deck crews for the M/S cruises a course of M/S lectures for seamen has been started and will last until the end of May. Other training has had to give place to this requirement.

We shall very soon be preparing for the annual Inspection of the Division by the Admiral Commanding Reserves, which takes place on May 12. We believe this will be the first R.N.V.R. Inspection to be carried out by the recently-appointed Admiral Commanding Reserves, Rear-Admiral G. Thistlethorn-Smith, G.M., and we shall strive to make a good impression.

Other summer activities will include the annual musketry courses at various ranges in Sussex, whaler pulling, Bisley, sailing regatta at Portland at the end of June, week-end cruises, and annual continuous training periods in the Fleet and at various establishments.

In the last three months we have been very glad to welcome to the Wardroom several junior officers, thus helping to restore the balance which has been so heavily weighted by war-

## SCOTTISH AIR DIVISION



Scottish Air Division R.N.V.R. aircrews manning their aircraft (Grumman Avengers A/S Mark 5) preparatory to taking off on exercises with officers of Clyde Division, R.N.V.R.

SINCE CHRISTMAS leave the weather has been most unkind to the Scottish Air Division. As a result, flying has been severely restricted, although the majority of the aircrews are now familiar with their recently acquired Avenger aircraft. There are a few of the old hands who flew them during the war years.

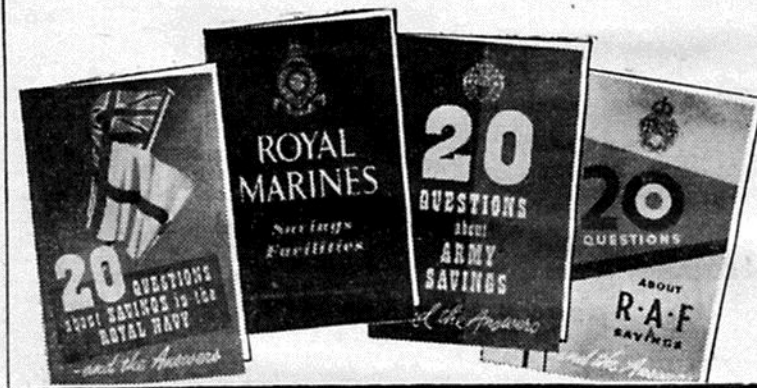
During the weekends of January 21/22, February 4/5, "dry" anti-submarine exercises were held in which officers of Clyde Division R.N.V.R. participated, to gain an insight into the air aspects of current A/S practice. It is hoped to arrange joint anti-submarine operations when Clyde Division start their weekend cruises in the Spring. This was attempted last year, but without any great measure of success. The current exercises should greatly improve the combined techniques of the two Divisions.

Bad weather prevented Scottish Air Division from giving a demonstration over Dundee on January 28 and 29, when Tay Division R.N.V.R. staged a recruiting weekend. It is learnt, however, that Tay Division did very well without any outside help.

The annual Dinner for all R.N.V.R. Divisions in Scotland was held in the Wardroom at R.N.A.S. Abbotsinch on January 21. Each Division in turn is host at this function, and this year

the honour fell to the Scottish Air Division. Strong contingents attended from Clyde Division (Capt. W. S. Dobson, V.R.D., R.N.V.R.), Forth Division (Capt. A. M. Hodge, G.C., V.R.D., R.N.V.R.) and Tay Division (Capt. J. C. L. Anderson, V.R.D., R.N.V.R.). Among the guests were Capt. S. H. Beattie, V.C., R.N. (representing Admiral Commanding Reserves), Capt. J. V. Waterhouse, D.S.O., O.B.E., R.N., Commanding Officer, R.N.A.S. Abbotsinch, Capt. A. N. Benson, O.B.E., V.R.D., R.N.V.R. Retd.—late of Clyde Division, and Cdr. J. P. Sommerville, R.N., who as president of the Wardroom Mess, very kindly offered the facilities of the Mess for the dinner. Cdr. J. D. Murricane, M.B.E., D.S.C., R.N.V.R., Commanding Officer, Scottish Air Division, presided.

In January the Division bade farewell to Surg.-Lieut. K. S. Stewart, R.N.V.R., late of Raigmore Hospital, Inverness, who left to take up an appointment in Rhodesia. Lieut. D. A. R. Murray, R.N.V.R., of Craigs Road, Edinburgh, has also had to tender his resignation, as he will shortly be leaving to make his home in Montreal, Canada. Both these officers have been with the Division from the early days, and will be very much missed.



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., J.P.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

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I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,  
H.M. Forces Savings Committee,  
1 Princes Gate, London, S.W.7.



# SPORTS PAGE

## HOME AIR COMMAND

TO OPEN the report of sporting activity within the Home Air Command, the departure of Lieut.-Cdr. M. L. Y. Ainsworth, the Staff P.T. Officer to the Home Fleet, and the arrival of his successor, Lieut.-Cdr. L. R. Hollis, are the major changes in the sporting organisation of the Command during the month of February. We welcome Lieut.-Cdr. Hollis, and hope that the generally successful sporting month of February for Air Stations will be a good omen for the duration of his appointment.

### R.N.A.S. Cudrose in Two Finals

Pride of place in the report must go to R.N.A.S. Cudrose, who have just completed two important sporting engagements.

The final of the Navy Cup Hockey Competition was played at Yeovilton on Thursday, February 16, in which Cudrose lost by one goal to nil to H.M.S. Collingwood, and although we congratulate Collingwood, we are sorry to see that Cudrose were unable to achieve a victory which would have given them a remarkable record during the winter of 1955/56. The second engagement involving Cudrose was the semi-final of the Inter-Command Basketball competition played at Plymouth on Friday, February 17. This time they were successful and beat R.N.B. Devonport by 29 points to 22; they will therefore go forward to meet the winner of the other semi-final between Nore and Portsmouth. The final will be played on Friday, February 24, at R.N.B. Portsmouth. Many people are able to forecast results of matches in the Football League quite successfully, but here the amateur has a chance, and the forecast is that Collingwood and Cudrose will meet again in a different final, but we in the Air hope to see Cudrose reverse the result of the other final. It is hoped to include the result of the basketball final in the stop press of this issue of NAVY NEWS.

To sum up the Cudrose achievements, their results so far are:—

H.A.C. Soccer K.O. Competition.—Cudrose beat Lossiemouth 3-1.

H.A.C. Hockey K.O. Competition.—Cudrose beat Lossiemouth 3-2 (after extra time).

H.A.C. Rugby K.O. Competition.—Cudrose beat Stretton 5 pts.—0.

Navy Cup Hockey Competition.—Cudrose lost 0-1 to H.M.S. Collingwood.

Inter-Command Basketball K.O. Competition.—Cudrose in the final. Congratulations to Cudrose on their wonderful achievements this year.

### Cross Country

The Home Air Command Cross-Country Championships were held at H.M.S. Ariel on Friday, February 17, under conditions which for cross-country running were reasonably good, although a little heavy. There were seventy-three runners, and eleven teams to compete in the race of six miles two hundred yards, twice round the Ariel course. It was anticipated that the individual winner would be either A.A.3 Humphreys or E.A.3 Joyce, and right from the start these two set a hot pace. Running shoulder to shoulder they passed the start after the first time round, over a minute ahead of the third man, Steward Meadows. Still keeping to-

gether, the two leaders came into sight over the crest of the airfield, and opening out in the last three hundred yards, Humphreys came home a very good winner with Joyce an equally good second. Steward Meadows managed to ward off the challenge of L.E.M. Fussle, and came in a slightly belated third, two minutes behind the leaders.

The team trophy was won by Ariel whose overall performance was more than good enough to win the trophy for the third year running, with a total of twenty-six points. Some people may not agree to holding the race at Ariel next year! Dark horses, Bramcote were close second with thirty-six points; each of these two stations have three in the selected Air Command team for the Inter-Command race at Dryad on Friday, February 24, when it is hoped the Air team will retain the Inter-Command trophy.

### Association Football

The second replay of the Inter-Command semi-final soccer match between Air and Plymouth was played at Privett Park, Gosport, on Wednesday, February 15, and as a result Air Command will meet Nore Command at Chatham on March 21.

Despite various setbacks, due to sickness and injury, the Air Command, although fielding a slightly depleted side, managed to hold off the strong and rather late efforts of the Plymouth side, and came through winners by one goal to nil, the goal resulted from a shot by P.O. Barnes and deflected by Mne. Hughes, the Plymouth left-back.

The game was played under considerably better conditions than the previous two meetings between the sides at Plymouth, when the rain practically produced water-polo conditions.

For the Air, A.A.4 Manser, R.E.A. North, P.O. Barnes and P.O. Cairns played very well, whilst the remainder, although not brilliant, were sound and always ready to protect and stimulate the Air Command interest in the competition.

### Winter Sports

We would like to offer congratulations to S./Lieut. Taylor-Young of H.M.S. Daedalus, on being a member of the Royal Navy team in their successful run in the Inter-Services Cresta Championships.

### Coming Events

Looking to the future and the month of March and also the latter days of February, we find Daedalus and R.N.B. Devonport meeting in the semi-final of the Navy Cup at Plymouth on February 22, Home Air Command Squash Championships at Lee on March 1 and 2, the H.A.C. Open and Team Boxing Championships at Bramcote on March 14 and 15, when again the strength of the Cudrose sporting fraternity will make itself felt in more ways than one. Phase I and Phase II of the Royal Tournament will also be completed in March, and after the Easter leave, the change over from winter to summer sports. It is hoped to introduce a new athletic competition to help raise the standards of Air Command and Naval athletics, but for the present that can remain as something to be looked forward to.

## HOME FLEET SPORT

WITH the arrival of the Sixth Destroyer Squadron on February 8, all the Home Fleet units taking part in the Home Fleet sporting competitions are now present at Gibraltar.

### Association Football (King's Cup)

The 4th Destroyer Squadron have won their way into the final having beaten Tyne 2-1 in the first round, and after a convincing 13-0 victory over the 5th Frigate Squadron in the semi-final. The 6th Destroyer Squadron played Glasgow/Reward in the other semi-final on February 11.

### Hockey Challenge Cup

Glasgow/Reward beat the 5th Frigate Squadron 3-2 after a 3-3 draw. They now meet Tyne in the semi-final on February 14. The 4th Destroyer Squadron and the 6th Destroyer Squadron meet in the other semi-final on February 10.

The finals of both the soccer and hockey will be played on Saturday, February 18. The following week will be used for fleet trials—preparing our teams to meet the Mediterranean Fleet during week commencing March 12, (after the Combined Fleet exercises).

Fencing—Royal Tournament phase II was held on Monday, January 30. Results were as follows:—

### R.N.

Foil—1st, Lt.-Cdr. I. S. S. Mackay (Agincourt); 2nd, O./Sig. L. Kirby (Tyne).

Sabre—1st, Lt.-Cdr. I. S. S. Mackay (Agincourt); 2nd, Lt. L. Mitchell (Tyne).

### R.M.

Foil—1st, Lt.-Col. G. W. Wilson (Tyne); 2nd, Marine J. Richards (Tyne).

Sabre—1st, Marine G. Beatty (Glasgow); 2nd, Marine A. Begg (Tyne). Epee—1st, Marine G. Beatty (Glasgow); 2nd, Marine A. Begg (Tyne). During the visit to Malaga by Tyne the 5th F.S. and H.M. S.M. Taciturn from February 9 to 13, a soccer team from the ships in company was defeated 9-1 by the Malaga "B" team on Saturday, February 9.

Up to half time when the score was 2-1 the R.N. XI put up a spirited resistance but the superiority of the Home team in skill and fitness could not be denied.

## United Services Hockey

BAD WEATHER has caused many cancellations in this month's programme, and only three matches out of seven have been played. In the first of these, at Cheam on January 21, the 1st XI were unable to adapt themselves to muddy conditions, and despite an early goal by Marshall, only sound goalkeeping by De Salis kept Cheam's score down to three.

On Wednesday, February 8th, a side much depleted by the Navy's match at Oxford beat the energetic Southampton University XI 5-2. A closely-fought first half gave way to a rush of goals in the second, as the U.S. halves and inside-forwards took control. Marshall scored three times, and other goals came from Cannon and Houghton.

A slippery pitch made defences uncertain against Staines on Saturday, the 18th, and both sets of forwards took advantage of this. With ten minutes left for play, the score was 3-3, goals having come from Cannon, Marshall and Browne, but Staines finished strongly, adding three more goals without reply.

After a 2-3 defeat at Winchester, the second XI have a most impressive score-sheet: 8-0 and 7-0 in their last two matches against Southampton University and Staines. They are now demanding a match against the 1st XI!

## Boxing

### Royal Navy v. Wales

ON TUESDAY, February 21, the Royal Navy boxing team visited Cardiff for the annual match against Wales. After last year's narrow defeat by five bouts to four, hopes were high of at least beating Wales and thereby gaining the first victory in any match since the war. When this time after eight bouts the Navy were leading 5-3, it really did look as if we were going to pull it off. But it was not to be. Sangoe, the I.S.B.A. champion, once again proved to carry too heavy a punch for Taylor and James, boxing well below his best, lost on points. And so the final result was a 5-5 draw.

The first two bouts of the evening went to Wales. Dunkley was outboxed by a very clever ex-junior champion and Knight, despite a very plucky display, was outpunched. The major shock of the evening (to Wales, not the Navy) was the defeat of Malcolm Collins, Welsh representative at the Vancouver Empire Games, by Dunning. Collins was badly rattled by Dunning in the opening seconds of the first round and although he came back strongly in the last round, he was by then too far behind on points. This success was just the medicine the Navy needed and Jackson then proceeded to batter Terry Andrews, Welsh ex-champion, all round the ring until the bout was stopped in the third round.

Rae never got going against a much shorter opponent and it would be a fair summing up to say he lost rather than the Welshman won.

Gleason by first-class boxing clearly outpointed Morris. The two middleweights, Hone and Bayley, then proceeded to give the Navy two unexpected victories. Both were close decisions gained in each case by both the Navy boxers being just that little bit fitter.

All in all it was a first-class evening's boxing which was thoroughly appreciated by a large crowd.

### RESULTS

Bantamweight.—A.B. Dunkley (Po.) lost to J. Thomas on points.

Featherweight.—R.E.M. Knight (Po.) lost to P. Delbridge on points.

Lightweight.—O./Sea. Dunning (Po.) beat M. Collins on points. O./Sea. Jackson (Nore) beat T. Andrews, R.S.B. 3rd round.

Light Welterweight.—Mne. Rae (Ply.) lost to H. Falcon on points.

Light Middleweight.—A.B. Gleason (Ply.) beat W. Morris on points.

Middleweight.—Tel. Hone (Po.) beat P. Hurley on points. P.O.M.(E) Bayley (Po.) beat J. Floyd on points.

Light Heavyweight.—A.B. Taylor (Ply.) lost to E. Sangoe, R.S.B. 1st round.

Heavyweight.—L./Sea. James (Ply.) lost to F. Pleasse on points.

## THE INTER-SERVICES CRESTA CHAMPIONSHIPS

### Royal Navy Sweeps The Board



Loram, Mann, Skinner, Kavanagh, Clayton and Taylor-Young

EVER SINCE the inception of the Inter-Services Cresta Championships, the R.A.F. has enjoyed unchallenged supremacy. With the very high speeds reached by the riders in their journey down the frozen twisting track (75-80 m.p.h. is the average maximum speed) extremely fine co-ordination is required between mind and body to avoid disaster. Able to call on jet pilots who are used to throwing their machines around the upper air at hundreds of miles an hour, the R.A.F. always had the advantage over the other two Services. Despite this very considerable handicap the R.N. struggled on, year after year, always in third place, but slowly they perfected their technique and improved their speed.

On February 4 this year, at St. Moritz, the Inter-Services Championships were held. The conditions were not ideal, it was particularly cold, and the R.N. team, led by Lieut. Barney Kavanagh, the Sports Officer of H.M.S. Vernon, had taken some very bad falls during their training, but their enthusiasm and confidence were high. During the training period before the race they had taken part in several competitions, and having gained second place in the Cartwright Cup, second in the Coronation Gold Cup, and second, third and fourth in the Galisch Grischun Cup, all international races, they had good reason for their confidence.

The conditions of the race are three rides (or courses) by each rider, each Service to produce six riders, with the total aggregate of the four best riders to count for the Services Team Championship. A fall disqualifies the individual, three falls disqualifies the team. The Army sent the first rider down, followed by the R.N. and the R.A.F., and at the end of the first round the R.N. had a very slight lead

over the R.A.F. of 1.4 secs., with one rider, Lieut.-Cdr. Loram, disqualified after coming out of the run at high speed, fortunately without injury. At the conclusion of the second round the Royal Navy's lead had been increased to 2.1 seconds, but now the Army were second, having overhauled the R.A.F. by some very fine riding. The final round was one of the most exciting races ever seen on the Cresta Run. The Army team made desperate efforts to overhaul the R.N. and each of their riders managed to beat his opposite Navy man, but only by the barest margin. Nevertheless, they all but succeeded, and the final result was that the Royal Navy, by the extremely slender margin of 1.1 seconds, had for the first time won the Inter-Services Cresta Championships.

In addition, the R.N.'s No. 1 rider, Writer C. J. H. Skinner, of Victoria Barracks, won the Lord Trenchard Cup with the best aggregate of the day, while Surg.-Lieut. P. O'Brien, R.N.V.R., won the Open Championship Cup, which was run in conjunction with Team Championship. One cup remains, the Auty Speed Cup, to be won by the Service rider with the fastest run of the season. This remains to be proved, but as Writer Skinner has one magnificent run of 46.5 seconds to his credit, it is fairly safe to assume that the Royal Navy holds that also.

The Royal Navy team was as follows: Lieut. B. C. H. Kavanagh, R.N. (Team Captain), H.M.S. Vernon; Lieut.-Cdr. G. H. Mann, R.N., H.M.S. Mercury; Lieut.-Cdr. D. A. Loram, R.N., H.M.S. Dryad; Lieut.-Cdr. R. P. Clayton, R.N., H.M.S. Striker (late Victoria Barracks); Writer C. J. H. Skinner, Victoria Barracks; Sub-Lieut. R. H. Taylor-Young, R.N., H.M.S. Brocklesby.

## R.N. BOYS BOXING CHAMPIONSHIPS

THE BOYS' Boxing Championships were held in the Gymnasium, H.M.S. St. Vincent, on February 7 and 8. Boy Seamen from Ganges and St. Vincent, Royal Marine Boy Musicians from Deal, Artificer Apprentices from Figgard, Junior Mechanics (E) from Raleigh, and Electrical Apprentices from Collingwood, made a total of 69 boxers.

A major change this year was in the age grouping. To enable the boxers to go forward via the I.S.B.A. Boys' Championships, to the quarter finals of the National Youth Championships (which will be held at Aldershot on March 10), the R.N. and I.S.B.A. Championships were split into two age classes. Over 15 but under 16 constituted Class "A," over 16 but under 17 Class "B." With eight weights in Class "A" and nine weights in Class "B" the full team comprised seventeen boxers, giving a full programme of finals on the last night.

The preliminary bouts took place on the morning of February 7—twenty bouts in all. The semi-finals were boxed during the afternoon and evening, with three Class "A" finals (Bantam, Feather and Light Weights) to round off a day of very spirited boxing.

During the day on Wednesday 8, the visiting boxers had a rest and visited H.M.S. Victory during the forenoon. Most of them had never seen Nelson's old Flagship before and showed great interest.

The finals took place in the evening, and were watched by many Senior officers. The Commander-in-Chief, Portsmouth (Admiral of the Fleet Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O.) very kindly presented the trophies and prizes. Among other important guests were D.C.N.P. (Training) (Rear-Admiral B. Bryant, D.S.O., D.S.C.) and the Flag Officer Ground Training (Rear-Admiral R. L. Fisher, D.S.O., O.B.E., D.S.C.).

Before the finals started, it was clear that the Championships of both Classes would be fought out by the two Seamen Boys' Training Establishments—Ganges and St. Vincent. After a very exciting and close finish, Ganges won the "A" Trophy by one point from St. Vincent. The "B" Class trophy was shared between Ganges and St. Vincent with equal points.

The Commander-in-Chief overcame the difficulty of presenting one cup to two teams very neatly by allowing Ganges and St. Vincent Team Leaders each to hold one handle of the cup.

### RESULTS OF TEAM COMPETITIONS

#### CLASS "A"

Position.	Team.	Points.
1.	Ganges	18
2.	St. Vincent	17
3.	R.M. Deal	9
4.	Figgard	7
Raleigh and Collingwood had no entries in Class "A."		



## R.N. Boys' Boxing Championships—Continued

CLASS "B"		
Position	Team	Points
1.	Ganges	17
	St. Vincent	17
	tie	
3.	Fisgard	11
4.	R.M. Deal	9
5.	Raleigh	4
	Collingwood	4

### RESULTS

#### CLASS "A"

Bantam (Under 8 st. 7 lb.).—Robertson (St. V.) beat Mumford (F.).  
 Midge (Under 7 st.).—Haigh (G.) beat Wilson (St. V.).  
 Mosquito (Under 7 st. 7 lb.).—Lindsay (G.) beat Brake (St. V.).  
 Fly (Under 8 st.).—Mapp (G.) beat Cooper (R.M.).  
 Feather (Under 9 st. 0 lb.).—Webb (St. V.) beat Forrest (R.M.).

Light (Under 9 st. 7 lb.).—Whitehead (G.) beat Jones (St. V.).  
 Light-Welter (Under 10 st.).—Ryder (G.) beat Barr (St. V.).  
 Welter (Under 10 st. 7 lb.).—Holt (F.) beat Young (St. V.).

#### CLASS "B"

Mosquito (Under 7 st. 7 lb.).—Bowen (G.) beat Buckley (St. V.).  
 Fly (Under 8 st.).—Davey (St. V.) beat Binns (F.).  
 Bantam (Under 8 st. 7 lb.).—Pheby (G.) beat Francis (St. V.).  
 Feather (Under 9 st.).—Sanderson (G.) beat Langley (R.M.).  
 Light (Under 9 st. 7 lb.).—Winchester (G.) beat Fantham (St. V.).  
 Light-Welter (Under 10 st.).—Phillips (G.) beat Chippendale (R.M.).  
 Welter (Under 10 st. 7 lb.).—Rothwell (St. V.) beat Squire (Coll.).  
 Light-Middle (Under 11 st.).—Pugh (F.) beat Mitton (St. V.).  
 Middle (Under 11 st. 7 lb.).—Blaker (F.) beat Tovey (St. V.). (Walk-over, Tovey injured hand.)

## Swimming Club

THE PORTSMOUTH Command Swimming Club will again be formed for season 1956, with the usual fixtures for both men and women home and away with Worthing S.C., Southampton C.D. S.C., Southampton A.S.C., Brighton Shiverers, and Jersey S.C.

No fee is necessary to join the Portsmouth Command Swimming Club. Matches will include diving and water polo.

Club is open to Officers, Ratings and Wrens.

The first trials will be held at the R.N. Swimming Bath, Pitt Street, Portsmouth, on Monday, March 19, 1700, Tuesday March 20, 1700, when a complete programme of events will be conducted, with the eliminating events being held on Monday, March 19.

P.T. Officers and Sports Officers are asked to encourage members of their establishments and bring this to their notice. Posters will be promulgated to assist this. Display the posters. It would be appreciated if P.T. and

Sports Officers would inform the Hon. Secretary, Portsmouth Command Swimming Club, of their entries by Wednesday, March 14, to enable a programme to be made. Should there be any late entries, do not let this prevent you from getting your swimmers, divers and water polo players to the bath for the trials.

The Club is well served from the coaching angle. P.O. Ogden, our coach, being highly trained and is a National coach. Already many swimmers have been coached throughout the winter with excellent results.

Club Training nights will be.—Men and women: Monday 1800-1830; Tuesday, Wednesday, Thursday, 1730-1830.

Fixtures already determined are: March 19 and 20, Command Trials, 1700; June 26 and 27, Command Championships; July 21, Hilsea Lido Gala, Hants. Portsmouth and Aldershot Commands; July 25, Navy Championships at Ganges; August 28, 29 and 30, Inter-Service Championships at Eltham Bath, London.

## Fleet Air Arm Field Gun's Crew



THE AIR Arm Field Gun's Crew began to train on February 1 at R.N.B., Lee-on-Solent. The weather so far has been cold, but sunny enough not to hinder the training unduly. For the first few days the limber coming over the wall dropped on to the track without an imprint in the ash.

Of the fifty men from which the final crew will be picked, the vast majority could represent almost any station in one or other of its games

teams. This sporting element is much valued by the Field Gun Officer, Lieut. J. A. S. Crawford, R.N., who has been quoted in the local evening newspaper as saying that, "Most Field Gunners are sportsmen."

The season opened when the Field Gun's Crew won H.M.S. Daedalus' inter-part cross-country with only 12 points. They are also on their way up the soccer tree, in the knock-out competition.

Several people have remarked on the large size of the men in the crew this year. They seem to have the necessary brawn, and P.O. Williams, the 1st Trainer, is ensuring that they become sufficiently skilled.

On January 31 Commodore G. E. Fardell spoke to the crew and wished them luck (see above). Since then their training has been recorded and photographed in the local press; and even once on ITV news.

### H.M.S. LINDISFARNE

THERE ARE numerous readers who have never heard of this little ship and a brief description in introducing her may be of interest.

Her prime quality is that she burns home produced fuel; at least it was home produced until recently.

Her second quality is that she can guarantee to all who are fortunate enough to lie alongside her, that she will share this commodity after it has been processed in her furnaces.

She can often be seen entering and leaving harbour following her own contribution to the local smog.

She is, of course, well known by those lusty mariners who sweep the seas from Egypt Point to No Man's Land in addition to those young budding pilots ever seeking a copy-book anchorage.

#### Her Present Job

In her infancy she often sheltered in Vernon Creek, but is now celebrating her autumn years as a unit in the local Squadron, normally sandwiched between an oiler, water boat or a cargo of beef and spuds.

From the foregoing one may have gleaned that she proudly served in the Vernon Squadron and was one of a number of ships recently transferred to the Portsmouth Squadron.

To Vernon, whom she proudly served, she would like to say "Thank you" for all the parental care and attention given, and to her new squadron she humbly submits herself to make every endeavour to uphold their good name, whether at sea, in harbour or on the sports field.

In most aspects it is easy to make her presence felt, even though so insignificant, it is her big hope that she will need a good deal of reckoning with in her games. After all her motto is: "Work hard, Play hard, and Pray hard."

Her recent successes at soccer have been many in tumbling the mighty. Much now depends on the drafting officers and she sincerely hopes that no changes will be necessary.

### R.N.A.S. ANTHORN

ARCTIC CONDITIONS have seriously curtailed outdoor activities this month, but the Station Soccer 1st XI has reached the third round of the Cumberland Cup.

In the Women's Inter-Service Rifle Championship, the W.R.A.F. were leading when our Third Officer Davey went to the firing point for the last effort. And what a grand effort it was, enabling the W.R.N.S. to pull off a victory by a single point. Third Officer Davey's personal total was 198 out of a possible 200.

#### ACCOMMODATION ?

See page 16

#### HISTORIC VISIT

H.M.S. ST. AUSTELL BAY (Cdr. H. C. J. Shand, D.S.C., R.N.), a frigate based on the America and West Indies Station, has just completed a four-day visit to New Amsterdam, British Guiana. It was the first visit of a warship to this port for more than 100 years. About 5,000 local inhabitants visited the ship during the four days.

## SPORTSMAN OF THE MONTH

### P.O.G.I. KIRKBY, J. K.

"RIP" KIRKBY is a Nottingham man born and bred, and joined the Royal Navy from the Nottingham Sea Cadet Corps as a boy seaman in 1944. Prior to this his sporting activities had included the captaincy of Mundella Grammar School's Soccer 1st XI.

Whilst undergoing his training at St. George he won the boys' Light Heavyweight Boxing Championship. He also represented the R.N. in the 400 yards at an Inter-Services Athletic Meeting in the Isle of Man.

After St. George, H.M.S. Glasgow were able to utilise Kirkby's sporting prowess to the full in their ship's soccer, hockey and rugby teams.

Four years ago "Rip" started playing rugby seriously. He captained H.M.S. Gamecock to the Air Command Cup Final in 1953 and also represented that Command at rugby and athletics (field events).

H.M.S. Excellent was the next "recipient" after "Gamecock" and used Kirkby to enhance both the parade ground, where he qualified G.I., and also the Sports Field. His prowess at rugby and athletics have since done much to boost Whaley's sporting prestige.

Kirkby took up hammer throwing in 1954, and in two seasons he increased his distance from 67 ft. to a magnificent training throw of 153 ft. He represented Portsmouth Command and the Navy in this event last season, and was awarded the Sussex Rose Bowl Trophy by the Royal Naval Athletic Club (South) for the season's



best field achievements. In the Notts County 1955 Championships, "Rip" was placed third in the hammer and shot.

In the rugby world he is a regular player for the United Services "A" team and has appeared on several occasions in the first XV. "Rip" has also played for his native Notts R.F.C.

His main aim for the future is to improve his hammer throwing sufficiently in the coming season so as to exceed 140 ft. in competition and so become a member of the Hammer Throwing Circle.

### H.M.S. ARIEL

the Dipper Trophy remains at "Ariel" for yet another year. A feature of the race was the struggle between those two very fine runners Joyce and Humphreys, who literally beat the rest of the field out of sight. Humphreys just had the edge on Joyce at the most important point.

After the early part of the season doldrums of the rugged fraternity, a revival has taken place and 1st XV is unbeaten since Hogmanay. Disappointed opponents include the I.O.W., and there is a degree of optimism about the remaining fixtures.

The small but enthusiastic group of fencers have beaten Winchester F.C.

and Collingwood in their two matches this term, and, under the tuition and guidance of Professor A. A. Raven, are looking forward to the various phases of the Royal Tournament. Phase I for five Air Stations is being held at Ariel on March 8 and 9.

Two new ventures in station life are the Weight Lifting and Training Club, and the Cycling Club. The modern view of weight training is being more and more widely accepted, and it is hoped that this will pay dividends in the coming athletic season.

The W.R.N.S. hockey team do well when they can get opponents, as the 17-0 defeat of Mercury W.R.N.S. shows, but the "Ariel" girls are disappointed to have so many fixtures cancelled because their opponents have difficulty in raising teams.

SPORT IN the Air Electrical School since the New Year has suffered to a small extent from the seasonal weather but, on balance, the Ariel teams have more than managed to hold their own. The 1st and Reserve Football XI's, associated to Divisions I and II of the Winchester and District League, are both in good position as the end of the season approaches. The 1st XI are in the top half of Division I while the Reserves, equal on points but fractionally behind on goal average, are pressing King's Somborne for the lead in Division II.

The cross-country runners have done the Station proud again this year. Unbeaten since the New Year in their matches, they again waltzed away with the Home Air Command Championships on February 17; so

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# Classified Advertisements

## HOUSES FOR SALE

DO you desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future. 90 per cent. to 100 per cent. loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

**HAYLING ISLAND.** Quiet road behind sea-front. Modern farmhouse-style house facing south on to attractive secluded garden with tennis court; charming 36ft. drawing-room/dining-room with Delft-tiled fireplace and folding doors, playroom 5 bedrooms, 2 bathrooms, hot air room, fitted cupboards everywhere. Small self-contained flat, ideal for living-in help. £3,900.—Surrey Lieut.-Commander Scutt, R.N. Barracks, Portsmouth.

**NEW SIX-ROOMED HOUSES** for sale. Blackbrook Farm Estate, Fareham (off Gudge Heath Lane). Architectural designed in highly desirable and elevated position. With or without garages to suit applicants. All modern fittings provided. Completed houses available for inspection. Choose your own site. From £1,975 freehold, including all services. 95% mortgage available.—Healy & Evans Ltd., 22 Oak Road, Fareham, Hants. Phone Fareham 2373 or Fareham 2556.

**HOUSE FOR SALE** near Copnor Bridge. Square hall, lounge and dining-room (modern grates), kitchen, glazed dresser, larder, 3 bedrooms, fitted wardrobes, fireplaces, 1 gas fire and washbasin; modern bathroom, conservatory (gas installed), coal shed, toilet and workshop; long garden, back entrance; £1,550.—33 Netticombe Avenue, Southsea.

## ACCOMMODATION

**SERVICEMEN'S CAFE**, near Ferry. The Central, 81 North Street, Gosport. Bed and breakfast. Booking now.

**FULLY FURNISHED FLATLATS**, own kitchen, double, £2 2s. weekly; booking for any period until Whitsun; no children.—38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

**FULLY FURNISHED** double bedroom, living-room and use of kitchen and bathroom; no restrictions; terms, including electric light and gas, £2 2s. per week; within easy reach of Collingwood and establishments in Gosport and Fareham.—51 St. Ann's Grove, West End Estate, Fareham.

**TWO FURNISHED ROOMS** to let, also conservatory, with own gas stove and meter; use of bathroom, etc.; £2 2s. inclusive electric light; no linen or cutlery supplied.—1 Hayling Avenue, Copnor.

## CARAVANS

**FORGET ALL YOUR CARES AND RELAX** in a well-equipped 6-berth caravan situated in the New Forest, which you can hire for a modest fee. Children are welcome.—For particulars, Mrs. A. K. Whittaker, 58 First Avenue, Farnborough, Cosham.

## Command News

Continued from page 13

### H.M.S. SUSSEX

time officers since 1946. We hope the newcomers, who have all previously served in the Division as ratings, will introduce a refreshing spirit of enthusiasm and some new ideas into the general activities of the Division. A special training course is being started for them to lead them gently up to the Officers' Divisional Course at R.N.B.

Recruiting is still lagging and is giving much food for thought. It is hoped that some long-pending policy announcements will soon be made and that these will help in reversing the downward trend of the past few months. National Service is the key to the problem.

Classified Advertisements may be placed at:

**Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth**

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

## SITUATIONS VACANT

**COOK REQUIRED** for small good-class country hotel with reputation for good food; must be thoroughly experienced, able to work single-handed, with usual kitchen help. A good permanent post for one adaptable to country life. Small cottage available. Wage to £12.—Apply Pychley Hotel, West Haddon, near Rugby.

**SHIPWRIGHTS/BOAT BUILDERS** leaving the Navy will find job vacancies with Tormentor Yacht Station Ltd., Stone Pier, Warsash on Admiralty Yacht and Racing Boat Building. Good rates of pay, bonus scheme, travelling expenses.

**DRIVER**, ex-R.N. or R.A.F., wanted to assist with instrument packing, driving and car maintenance; permanent job, central Westminster, for conscientious man; living accommodation might be provided for suitable applicant.—Box No. 24 "Navy News."

**HYDRAULIC RESEARCH STATION, HOWBURY PARK, WALLINGFORD, BERKS.** requires Civil Engineers and Physicists in the Experimental Officer and Assistant Experimental Officer grades for hydraulic research, including work on models, at the Hydraulics Research Station. Assistant Experimental Officers are also required (a) for mechanical engineering design work in the drawing office, and (b) for mathematical analyses of hydraulic problems, and related computational work. Qualifications: G.C.E. advanced level in two scientific subjects, or maths, or equivalent. If over 22, pass degree, H.N.C. or equivalent generally expected. Inclusive annual remuneration for a 45½-hour week—Experimental Officers: (men) £790-£960, (women) £706-£865 less provincial differentiation. Assistant Experimental Officers: (men) £320 (at 18)-£700, (women) £628, less provincial differentiation. Women's scales being improved under equal pay scheme. Favourable housing prospects for married staff.

## R.N. BARRACKS PORTSMOUTH

THE WELFARE Committee has at last been forced by the iron laws of economy to close the laundry. The Committee would like to place on record their great appreciation of the services of the laundry staff who have worked so well despite adverse conditions.

Automation will partly replace the old system. For a small charge to cover overheads, ratings will be able to use a "laundrette," or if preferred, a civilian firm will be available and still take only about four days. The new system will be located in the present site of the laundry.

Jack Frost has pointed a finger during the past cold weeks at the lack of indoor recreation in Barracks. Billiards, Russian Billiards and darts will form the nucleus for a new games

## SITUATIONS VACANT

(Continued)

A NEW SECTION is being formed responsible for the supervision of the installation of Electronic Equipment on board ship, being developed for the Services, including the testing and tuning of equipment and training of naval personnel. A leader is required to take charge of this section and should be of the ex-Naval Commander type, preferably of the "L" Branch with experience of installation of recent Naval Electronic Equipment, with a good technical knowledge of Electronics, capable of training staff attending to general organisation duties.

Supporting staff of minimum of 3 Engineers preferably of degree standard, also required. Considerable travelling periods away from the Establishment are involved.

Apply in writing, stating age, qualifications and experience, to the Personnel Manager, The General Electric Co. Ltd. Brown's Lane, Allesley, Coventry. (Ref RG)

## MISCELLANEOUS

**NONINGTON NURSERY SCHOOL**, 48 Southampton Road, Fareham. Phone 3044. Pupils 3 to 8 years.

**SUBMARINE SOUVENIRS** wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-Boats wanted.—Summers, Red Lion, Henley-on-Thames.

**TAXIS**, Ajax, Phone: 4304, 71240 2-hour service, 10 Hyde Park Road (close Guildhall).

**CHIEF PETTY OFFICER'S** best quality do-skin suit, 5ft. 8-in., medium build; worn once; £8 8s. or near offer.—Box No. 23 "Navy News."

**ENSURE SECURITY** for yourself or family by wise investment with capital increase on one's outlay, by an attractive endowment assurance policy especially suitable to needs of naval officers and personnel, also Fleet Air Arm, with premiums by Naval Allotment. Other types of policies such as mortgage protection, child education, annuities, family supplement, etc., are also available.—For full particulars, without obligation, write to Mr. S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

## CROSSWORD No. 18 SOLUTION FEBRUARY, 1956

ACROSS.—1. Victor Ludorum. 10. Usage. 11. Endor. 16. Use. 17. Ave. 19. Cornets. 21. Distaff. 23. Detours. 25. Surgeon. 28. BOA. 30. Ems. 33. Cyanide. 37. Sloth. 38. Agree. 39. Speed merchant.

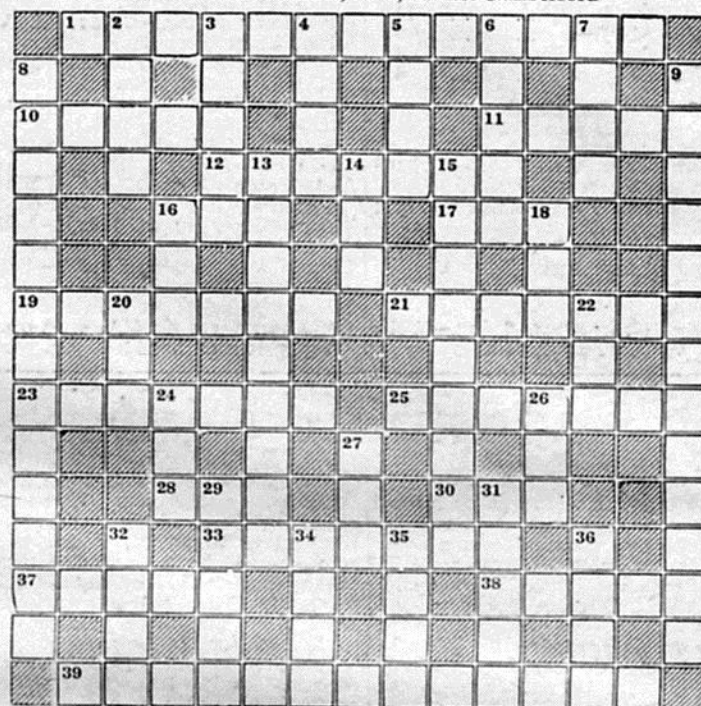
DOWN.—2. Ivan. 3. Tress. 4. 14. Royston. 5. Urge. 6. Oust. 7. Undo. 8. 12 Across. Public address systems. 9. Green fingered. 13. Yesterday. 15. Manicured. 16. Urn. 18. Eat. 20. Rot. 22. Awe. 24. Orb. 26. Gas. 27. Ken. 29. Ochre. 31. Meath. 32. Loop. 34. Alum. 35. Igor. 36. Grin.

## Navy News Crossword—No. 19

A prize of £1 1s. will be given for the first correct solution opened on March 26

The winner of last month's crossword was:

Lt. Cdr. J. A. F. Fisher, R.N., H.M.S. Camberford



### CLUES ACROSS

- There's an unpleasant seasoning over the gathering (9, 4).
- Bird not in the first tree, but in the other one (5).
- Top of the House held by a slippery customer (5).
- Mute and pigeon cry as a result (7).
- Runabout (3).
- Suitable word from a ptarmigan (3).
- In a number indeed (7).
- In a horse trouble has got in (7).
- Spirit in a stag occasion. Very confused and resulting in school punishments (7).
- Orchestral time? (7)
- Of one blood (3).
- No soft-headed worker gets time (3).
- But it could be an old reptile skin in another play (3, 4).
- Pickled artist? (5)
- All right in ten seconds. No supporters. That's the ticket (5).
- Real great sins to take more than a certain amount of money out of these. (8, 5).

### CLUES DOWN

- Fairy may follow it for casual comment (4).
- Max could finish this youngster off in the heats (5).
- Ten in, ten back (4).
- He has to, and to back too (4).
- Dickens character will get many, and all sound too (5).
- Northern expression of quantity or quality? (4)
- They aim high, or fall low (8, 5).
- Do 8 have to take these for their Higher Certificate? (6, 7)
- Gone to the devil? Well, to the devil is this (9).
27. The answer could be a lemon (6).
- When I am in tempers, bend a limb in front (9).
- Followed, turned out little Edward and turned back the rest for employment (3).
- Put a pair round for pulling (3).
- There is nothing in a single appearance of delirium tremens, but stop there (3).
- Is she inclement in song? (3)
- Stabbed in the back, and unfed. That may look black (3).
- Put this to cut the grass and place the joint (3).
- See 14.
- A partial failure by one of the 8? (5).
- A boot terminated? But not disliked (5).
- Short of a code at the entrance? (4)
- Plug and me in a depression (4).
- Open-mouthed god? (4)
- Bird of a piercing sound? (4)

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